

Trail Rider

Magazine

August 1988

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TURKEY RUN:
OVERHEATED IN
LEOMINSTER**

**READING ENDURO:
FIRST ECEA ROCKFIGHT**

**GREEN MARBLE
ENDURO:
SLIPPIN' AND SLIDIN'
IN MARYLAND**

**SURRY 100
HARE SCRAMBLES:
MUD UP TO HERE**

**WINTERPLACE 100
HARE SCRAMBLES:
CHAIRLIFT TO THE
STARTING LINE?**

**HUSKY AUTOS:
KEEPING THEM ALIVE**

PLUS:

**A PARTING SHOT FROM
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TRUTH ABOUT CHAOS
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Trail Rider

August 1988
Volume 18 Number 8

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Peddlerman

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Tom Conaway
Davey Coombs
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WARNING: If you don't pay attention, motorcycling can be a dangerous sport. All of the riders illustrated in *Trail Rider* take great care to ride aware and to dress for the fall, not the ride. Just remember that the natural position of a trail bike is laying on its side, and it's up to you to keep it upright. Wear all the protective gear you can find, use a spark arrestor, and stay off of closed land. For the good of the sport.

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On the cover: Dave Sassi skirts the edge of a rock wall in the Massachusetts woods, during the Ball Hill turkey run. There's a few rocks up there, but if you don't mind them you can buy yourself a day of beautiful riding just for the price of an entry fee. With scenery like this, who needs to race?

**The Advertising Deadline
for the October Issue is
August 20, 1988**

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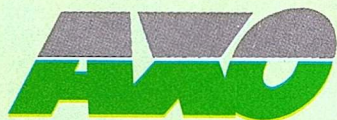
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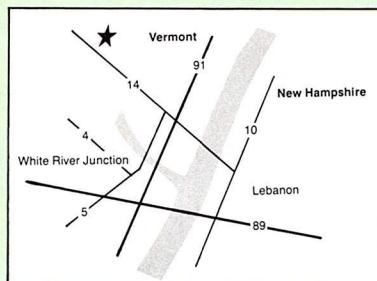
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I came across an interesting piece of reading the other day, reading on a subject known as "Chaos Theory." The basis of the theory is that even though everything that's happening around us seems to be without order and totally chaotic, everything that happens is actually related.

The basis of this thought was a theory called the "Butterfly Effect," which states that a butterfly stirring the air in Peking today can transform storm systems next month in New York. Discovered in 1961 by Edward Lorenz, the Butterfly Effect essentially destroys all possibility of long-range projections—not just of weather, which is its obvious subject—but of all unruly phenomena.

Unruly phenomena. What a poetic term. If that doesn't describe all motorcycle riding, and especially motorcycle racing, I'll be hanged. When was the last time you flattened a tire in an enduro or hare scrambles, and you knew there was no reason for it? Maybe that tire didn't go flat because you simply hit a rock. If you consider the Butterfly Effect, the events may go much deeper than that.

Like, say, back to the last event you rode. Actually, the cause of that flat tire could have began way before that, and if you take this to its illogical extreme it all began at your birth, but we'll simplify and go back to the last race. What if you were riding along in this hare scrambles, minding your own business, and you lost the front wheel in a turn and fell down. No sweat, just get back up and ride—but what's this? One of your side number plates cracked in two and the front piece is dangling uselessly near your left foot.

More parts to buy. You're on your last lap, so you ride in with it, the piece of plastic getting in your way all the way to the finish, load up and go home. Once there, you spend the usual time trying to hold down a job, sitting in front of the tube, and generally procrastinating about getting your bike together for the next time out—which is next weekend.

Along about Wednesday, you finally amble down to the dealership after work, a half-hour before they close. You get a new plug, some fork oil, and a new seat cover, and before you forget, another side panel. The only problem is that they don't have the side panel in stock, they'll order it.

No problem. You take the stuff back home and get to work. You read an article in one of the magazines about somebody drilling little holes all along a crack like that and tying it back together with ty-wraps, and you figure you'll try it. But first . . .

For one reason or the other, the forks gave you a lot of trouble, so it took forever to get the oil changed. Next, the seat cover was a real bear, and you're not even sure if it's the right one, but you finally got it to fit. The side panel never got stitched up, but a piece of duct tape will hold it together okay.

Sunday morning again. It's an enduro this time, and you're doing fine. Absolutely nothing has gone wrong, and from what the other guys around you are saying you've figured out that you're probably leading your class. You're thinking about this at the gas stop, and not really paying attention to what you're doing, and accidentally overfill the gas tank on your bike.

Last Over

by Paul Clipper

Chaos Theory



Gas pours all over everything. You didn't plan on the test, but it appears that the color on the seat is gasoline-proof. No harm done, and you wipe the gas up with your least-liked T-shirt.

On your way again. The trail is getting tough, but you're hanging in. Some guy goes flying past—you think he's in your class—but before you can even get nervous he bails off, right over the bars. *The dude is burger!* you think to yourself as you ride by, and it's really starting to feel like your day.

The trail is getting rockier, but everything's working good. Just get up on the pegs, stay balanced . . . what's this? Something's poking you in the heel of your left foot. Without even thinking about it, you look back, and it's that damn piece of number plate! The gas must have loosened the tape, and now it's right in the way again!

You're instantly angry at the interruption, but just as you turn back a monster rock appears under your front wheel and BANG!—the rear wheel catches it full force. Within a mile the rear tire is flapping around uselessly, and with fifteen more miles and maybe three checks to go you see that class win fly out the window like a parakeet headed back to Mexico. All because of a number plate you broke last week.

I had the same sort of thing happen to me once, so don't feel bad. I was hanging out before the start of a family enduro in California, and I had been winning the class consistently. I was dialed in for this run, totally tuned to it, completely ready to start. I was already riding the first loop in my head.

Everything was prepared to a tee; there was no reason to even look the bike over, but since I had eight minutes before I had to go to the line, I checked it over. Of all the minor things, one of the pieces of safety wire holding the left grip on had broken. I unwrapped it and flicked it into the back of my pickup truck, and I should have left it at that, but I started replacing it.

I knew Tom had some trick safety wire

with him, so I went to the back of his van to get it, but his van was locked. The only wire I had was the heavy kind, more suited to tying big spokes together than the dainty job of wiring on grips. I wasn't too happy about it, but by now I was committed to wiring the grip back on, and I only had four minutes to go.

I got to the line just a few seconds after the other three guys had left, and I stopped to carefully set my timekeeping equipment. I was a few seconds late, but the run was 70 miles long and I couldn't afford to have the clock or odometer set wrong. These events were usually easy, so I wasn't too concerned, or in that big of a hurry, and I left the line just before the next minute took off. I could feel the new piece of wire on the inside of the grip, but I tried to ignore it and ride carefully.

It was almost a mistake. I motored the first five miles, and had to hustle into the first check, just making it 35 seconds after my minute. Ordinarily, I would have liked a 30, but I took off anyhow, scorching the rocks for the next three miles of free territory. I still felt somewhat focused on the event, but that fat piece of wire was sitting under my hand, bugging me. If I got a chance to stop I promised I'd cut it off—and in the next instant I was looking down a steep drop, right at a pair of red and white flags! I locked everything up, slid for a bit, and managed to stop right before them, and then peg-walked through just as the crew was flipping the cards. Immediately after the check I pulled the wire off and threw it into the bushes.

So did I go on to win the race? No. About five hundred feet later I plowed right into a yucca plant and went over the bars, wiping out my clock. A Monarch butterfly flapped excitedly away from the wreckage, and I wished for tornadoes as I picked up the pieces of my timekeeping gear. □

NAMES AND ADDRESSES

New England Trail Rider
Association
(NETRA)
P.O. Box 478
Ellington, CT 06029
(203)875-5757

East Coast Enduro Association
(ECEA)
RD 1, Box 93
Columbus, NJ 08022
(609)298-5201

Virginia Championship Hare
Scrambles Series
(VCHSS)
114 Holloway Drive
Smithfield, VA 23430
(804)255-4620

Pennsylvania Trail Riders
Association
(PATRA)
Box 77
Thomasville, PA 17364

Racer Productions
(Coombs' 100 Miler Series)
Route 7, Box 459
Morgantown, WV 26505
(304)594-1157

Mail Entry

A GREAT IDEA

Paul,

After reading all the solicitations for ideas to improve the land situation, I'd like to suggest a great idea I ran across down south.

The Acadiana Dirt Riders in Cajun Country put on an endurance every year. The package of info everybody receives with their entry includes a pre-stamped post card that is pre-addressed to the local forest ranger who had to approve the event. Everybody scribbles a thank-you on the back of the card and drops it in the mail. The ranger gets several hundred thank-you cards in the mail after each event, which is the kind of positive feedback our sport needs to heap on those who stick their necks out for us.

Whether you guys back east want to pre-address them to a ranger, some generous landowner, the Governor or the Pine-lands Commission is up to you.

The bottom line is that it's a cheap and painless way to make some friends. It also allows them to fight off our enemies by providing hard evidence at public meetings of the extent of recreational use on the lands they manage.

Tony Pavone
El Granada, CA

Great idea! It would only cost the clubs 15 cents per card, and with pre-addressed labels (anybody with a computer can generate them) it would take about an hour to put together. How about it, club members?

PET STORE

Hey Paul!

Great mag! It's about time somebody noticed the great trees and mud this side of the Mississippi!

I'd like to pass on some info to the old timer lovers. My bud-

dy Herb at Flint Indian Sales, in downtown Flint, has the greatest selection of NEW old bikes, such as Greeves, AJS, Penton, Matchless, and old model KTMs. He has lots of parts in stock—it's kind of like a museum, but it's all for sale!

Give him a call at (313)232-9521, or stop by at 923 North Saginaw Street, Flint MI 48502. Keep up the good work!

Tom Weber
Flint, MI

Thanks for the tip, Tom. We've become more aware lately, what with vintage racing and all, that dirt biking actually has a rich history in the time the European knobby invasion started in the late '60s. Look for Trail Rider to start running some nostalgia pieces later this year, and if we're ever in Flint we'll definitely drop in on Herb!

THANKS, MOM

Dear Paul and Nancy,

I would like to take this opportunity to thank you both for what you're doing on behalf of the sport. I think the East Coast needs this magazine, as it is unique and it addresses an area of the country that is equally unique. I sense from your comments that you are having problems making money or even breaking even with the

magazine. This has probably been a problem ever since the magazine started, and I wish all East Coast trail riders would realize that it is important to support the magazine by first subscribing to it, and secondly, by telling dealerships that they saw the bike of product advertised in Trail Rider magazine.

As for myself, I will always be a subscriber to your fine magazine, and will further "put my money where my mouth is" by sending in ads for all of the events we run this year.

Thanks again, and keep up the good work.

Pete Ziobro
Pilgrim Sands Trail Riders

Isn't America a wonderful country? You find a way to make money without working for a living, and people slap you on the back for it! Seriously, we're working hard to make this mag profitable, and with all the subscriber and advertiser support we're getting, it looks like we're going to actually drag it into the black in 1988. No promises, though . . .

But thanks, Pete; this is the most fun we've ever had, and working and riding with folks like you, here on the East Coast—the center of the universe—is better than you could imagine. Thanks again. □

"BUY A SUBSCRIPTION, OR I'LL BLOW THE EDITOR AWAY!"

This is the last straw! He complains too much about driving to all these East Coast events, about eating cheap food all the time, and about having to ride an old, broken-down Husky! I say it's good enough for him, but I can't stand the whining any longer! For \$18 a year you get the best East Coast off-road magazine, I'll cut him in for a piece, and I'll get a little peace of mind! Either that, or it's lights out!

Please send me a one year sub, and toss a dime to the guy who writes it. I've enclosed \$18 in US funds. Canada please send \$4, and other countries \$5 in additional postage.

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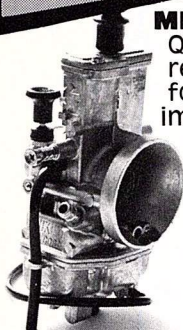
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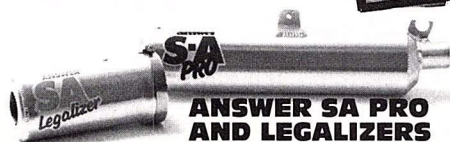
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PHOTO—HI TORQUE



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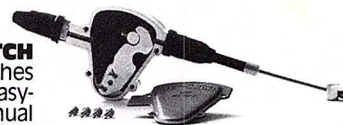
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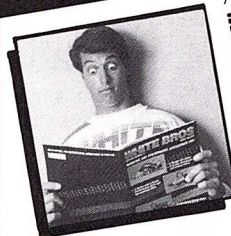
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August 1988

7

Eastern News

MISSING ISSUES?

Every month we get a couple of letters from folks who didn't receive an issue of Trail Rider. Every time we check the print-out of that month's subscription list, we find out that the magazine was indeed mailed, and the only conclusion that can be drawn is that the issue was "lost" in the mail.

Trail Rider is mailed via second class, the same as nearly all magazines. Second class is supposed to be handled the same as first class—meaning it should get to you a few days after we mail it—with a few differences. The main difference is that the post office won't forward it for free if you moved or skip town. They will forward it if you send a change of address card to the post office, and check the little box on the card saying you agree to pay forwarding postage on all your magazines.

This is one way to ensure you don't miss an issue. At the same time, the p.o. sends us a notice that you don't exist at that address any more (and they charge us 30 cents for each one). But, even if you don't move, it's possible for a maga-

zine to get lost. Sometimes it gets mixed in with junk mail, sometimes kids steal them out of mail boxes—motorcycle magazines are very popular with the younger crowd.

If you do miss an issue, check to make sure your subscription didn't expire. We send out cards a month before your sub is up, but they're easy to ignore. Next, notify your post office that you're not getting the magazine, even though we've sent it. The next time it arrives they'll pay a lot closer attention to it.

Please don't ask us to mail a replacement issue, for two reasons: one, our press run is very limited, and we may not have enough back issues to give them away, and two, it costs us \$3.45 to replace an issue—\$1.75 for the second magazine (roughly), \$1.10 for first-class postage, and the sixty cents or so for the original postage. Instead, we can tell you where to buy a replacement copy, or look for us at the races and we may have a back issue stashed in the truck.

COOMBS NABS BLACKWATER

Tim Coombs, son of promoter Dave Coombs, held his bike and body together better and faster than anyone else in attendance to win the overall at the Blackwater 100 in Davis, West Virginia. Tim, a motocrosser by choice, drew a number on the first row, which prompted his dad to joke "He oughta last about a lap!" but the end of that first lap saw Coombs in the lead by a wide margin.

Kevin Hines finished second overall on a 350 KTM, and Alan Gravitt was third, also on a KTM. The Editor of this publication lost a three-way struggle with his body, his bike, and an NGK B9EV, in what was definitely the roughest, rockiest, and most dusty Blackwater in history. A complete report and photographic evidence will be presented next month.

NEW KTM DEALER IN THE WOODS

Griffin Vehicle Service, located deep in the South Jersey woods, called the other day all excited because they've just become a KTM dealer. That means they now sell ATK and KTM, and still have a load of parts for Can-Ams. It's safe to say that no other dealer in the city of Chatsworth has an accessory selection as large as theirs, so to contact them, see their ad elsewhere in this issue. Oh—and congratulations, Griff!

What's On

July

- 7/17 NETRA Greylock H.S. Windsor, MA
- 7/17 AMA National Enduro Colorado
- 7/17 Potomac Motocross H.S. Budds Creek, MD
- 7/24 VCHSS Harleywood H.S. Bristol, VA
- 7/24 AMA/ECEA National Enduro Blain, PA
- 7/24 NETRA Connecticut State H.S. Union, CT
- 7/31 NETRA Red Fox T.R. Bartonsville, VT
- 7/31 NETRA Adirondack H.S. Providence, NY

August

- 8/7 NETRA Montshire H.S. Norwich, VT
- 8/7 VCHSS Victory H.S. Gloucester, VA
- 8/13 NETRA Granite State Jr. End. Dunbarton, NH
- 8/14 NETRA Silver Bullet Enduro Dunbarton, NH
- 8/14 ECEA Speedville Enduro Speedville, NY
- 8/20 NETRA Tri-State Jr. Enduro Oxford, MA
- 8/21 VCHSS Rattlesnake H.S. Rural Retreat, VA
- 8/21 AMA National Enduro Moorestown, MI
- 8/21 NETRA Tri-State Enduro Oxford, MA
- 8/21 ECEA Moonshine Enduro Brandonville, PA
- 8/28 NETRA Mohawk H.S. Cheshire, MA
- 8/28 ECEA Beehive Enduro Mauricetown, NJ
- 8/28 High Mountain H.S. Saint Johns, PA



Bill Dakai on the gas at the Boneyard Junior.

JENKS AND CARLSON WIN BONEYARD

by Mark Jenks

A little bit of rain didn't stop the Meriden MC's Boneyard Junior enduro on May 7. The Minis were up first, with a key time of nine a.m. The course

was boney, as usual, but it was also very wet and slippery. Minis ran three loops of the 7-mile course, and the Juniors ran four loops.

The mini field at this first en-

duro was light, so any of you youngsters out there with bikes under 100cc with small wheels, now's your chance. Thanks to Bob Delsesto's record keeping, 13 of last year's Mini riders have moved up to the Junior class for 1988.

In the Boneyard, Derek Jenks rode a smooth race to High Point the Mini class, with James Kelly next, and Bill Billinstein rounding out the top three.

The Juniors were on the course at noon, which by this time had dried out, improving traction. It seemed like Dave Carlson had built up a slight lead at the end of the first lap, however there were a couple of riders who, along with Dave, had zeroed the first check. They were Bill Dakai and Mike Delsesto, numbers one and two from last year's Mini group.

This battle continued throughout the race, with all three riders zeroing all the checks. The final outcome was Carlson first, followed by Delsesto and Dakai, with only seconds separating the top three.

Bob Fontaine also put in a very good ride, despite a hard crash on the first lap while he was chasing Carlson. He zeroed two checks and took top honors in the Junior A class.

Thanks to Mike and the Meriden MC for another fine Junior event.

Mini High Point:
Derek Jenks

Mini A

1. James Kelly

2. John Cahill

Mini B

1. Bill Billinstein

2. Tim Cahill

3. Chris More

4. James Brothers

5. Eric Lau

Junior High Point:
Dave Carlson

Junior A

1. Bob Fontaine

2. Bob Simone

3. Steve Formanek

Junior B

1. Mike Delsesto

2. Bill Dakai

3. Marc Williams

4. Matthew McCosker

5. Robbie Perrin

UNADILLA'S HERE!

All you East Coasties with nothing to do on the weekend of July 23 might as well head up to New Berlin, NY. Why? Because Unadilla is happening that weekend, and as you may well know, there's always plenty to do at Unadilla. Ticket prices are \$27 for Saturday and Sunday, and \$23 Sunday only. The tickets are only available at the gate, and they'll never sell out.

They'll charge you \$8 for Unadilla's world famous camping on Saturday night, or you can call (607)334-3238 for motel information if you're not feeling particularly strong that weekend. Oh yeah, and the event is the 250cc World Championship GP. Should be a great race!

NEW ATK BIZ IN VIRGINIA

Rick Pino, long-time ECEA member fled to Virginia a few years back and has been helping them put on hare scrambles down there ever since. He's been just working for a living until lately, and now he's proprietor of a portable ATK dealership. Yep, you'll see him at most of the Virginia hare scrambles races, where he'd be pleased as punch to sell you a new tire on the spot, or a new

ATK. If you're looking for parts, accessories, or a new bike in Chesapeake, Virginia, give him a call at (804)465-0565.

CANYON CANCELED

The ECEA Canyon Enduro, originally scheduled for July 31 in Wellsboro, Pennsylvania, has been canceled for this year (instead, go to the Adirondack hare scrambles in Providence, NY). All the rest of the schedule appears to be correct at this time . . .

LEON DUBE SCORES \$42,000

Report by Shirlee Chambers

The annual Leon Dube trail ride was held near Manchester, New Hampshire on June 12th, and the benefit ride added \$42,000 to cystic fibrosis research.

The festivities started the night before, with cocktails, dinner, and lots of laughs from the extremely funny jokes and stories told by Ed Hertfelder, Mr. Duct Tapes himself.

The next morning, the riders awoke to perfect weather, sunny and warm, ready for a great ride in the New England countryside.

First-time riders expected an easy trail, but those who have

ridden the 'Dube know that it can get mean at times. Norm White, one of nine New Jersey riders, turned into a "hero" section by mistake and was hauled out by the sweep crew—which was actually the second sweep crew, because the first crew were overloaded with "stuckees."

A good time, a good ride, a good cause. Put it on your schedule for '89.

SIGN THE WAIVER

When the sponsoring club asks you to sign a waiver before an event starts, do it. The waiver just says that you won't hold the club or landowners to blame if you're dumb enough to hit a tree or generally crash your brains out and get hurt.

It's very important that you do sign this significant piece of paper, because if you don't, and if you get hurt, and if they can't produce evidence that you read and signed the waiver, the insurance company is practically guaranteed to cancel the event insurance. What happens then is that a whole bunch of your riding buddies and friends will get pulled into court and possibly ruined financially, just because you made a mistake.

And we don't want that to happen. Sign the waiver.

GUERRETTE STILL STRONG

Bert Guerrette, NETRA's #1 enduro rider for '87, is still burning up the woods in New England. He won the New England Championship enduro, written up in the last issue, and since then he has also taken first place in the King Philip enduro. At the King Philip, he also had the pleasure of beating Kevin Hines, who took in the event on an off-weekend.

Bert shouldn't get too cocky about it, though; the news was that Hines burnt a check where everyone else dropped late points, and otherwise he had it in the bag. Senior class rider Al Zitta finished third overall, making it a KTM sweep of the first three places.

Paul Milliken won the overall at the first NETRA hare scrambles of the year, and here at *Trail Rider*, we've been concentrating on turkey runs, and are planning to ride a new Trail System loop up in northern Massachusetts with Dave Carlson—maybe for the next issue, along with the freelance stories on the above events. You'll also see our Blackwater 100 story next month, as well as the New London hare scrambles and who knows what else. Stay tuned. □



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MALCOLM'S DIRT BIKES

If you haven't yet seen a copy of the new Malcolm Smith "Dirt Bikes" off-road bicycle brochure, get thee to an MS Racing dealer and slyly ask if they have it handy. It'll probably be pretty beat-up, because it has one of the loveliest examples of fine, upstanding womanhood on the front, and Larry Roeseler, Kevin Hines, and Mike Bell washing

her off on the back. Required viewing for all you male chauvinist pigs.

Actually, the subject of the brochure are two new bicycles made by MS Racing, the Comp XT (for "cross training"), and the Pro Comp XT. They've got chromoly frames, all the right components, two different prices . . . but jeez, that brochure . . . hurry on down to your dealer for all the information.

TRANSAMAZON RALLYE

Rob Shirley is one tired dude. Rob won the Transamazon Rallye, which ran from April 22 of this year to May 17, and covered 8500 miles between Cartagena, Columbia, and Buenos Aires, Argentina. Rob rode a Kawasaki KLR650, and was credited as being the only official finisher, but listed as second motorcycle in the results was Robin Bennett of Mason City, Iowa, riding a KTM 600 four stroke.

One of the other motorcycle competitors, Kengo Okamoto of Japan, was riding a Kawasaki KLR650 that had been prepared by Dick Burleson and outfitted with all manner of ICO time-keeping equipment. Unfortunately, Okamoto collided with a

car on the course on the second day, totaling the motorcycle but receiving minor injuries.

The Rallye saw some incredible terrain during its 8500 miles, including landslides, bad road conditions, and high attrition of both machines and drivers. The Rallye was originally scheduled with no rest days, but several extra days were tacked on when it was obvious that man and machine couldn't handle the 27-day course.

As this is being written, the Acerbis Incas Rallye is happening, and Bill Berroth has promised us some photos and race notes as soon as he returns. Look for a feature on this most grueling "enduro" in an upcoming issue.

JIMMY MAC JOINS JT

Did you ever wonder whether a character in a story is fictitious or not? For example, Jody Weisel of *Motocross Action* always mentions a guy named Jimmy Mac in his column every month. Well, he really exists. He used to work for Husqvarna in the early part of this decade, and now he works for JT Racing as their Director of Marketing. Now aren't you glad you know that?

SUPER HUNKY IS BACK!

Well, he's not back here, he's back at *Dirt Bike* magazine. You may have noticed he's taken a leave of absence from these pages lately, mostly to get his professional life straightened out. The end result is this: Rick "Super Hunky" Sieman is now gainfully unemployed, and we salute him for finally taking the big step!

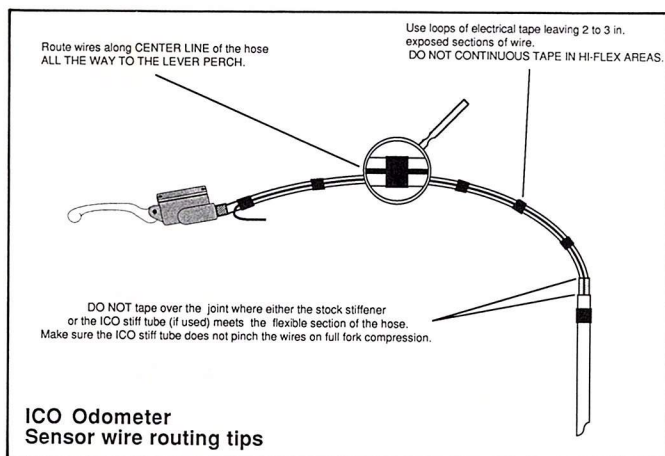
Actually, he left his Editor's position at *Off Road* magazine on good terms, and he is going to be freelancing truck racing stories for them, as well as supplying more of the same to *SCORE News* in Southern California. While all this is going on, he promises he's going to dump even more money into his truck racing and one day become a famous Baja star (in the Baja 500, he managed to drive his truck off a cliff and live through it, although the truck didn't fare too well).

Yeah, yeah; and what's all this about *Dirt Bike*? Well, it seems that when they found out he was going to be free, the Publisher of *DB* got on the phone and made him an offer he couldn't refuse. He's not on the staff, now; and if you call

there, he won't answer the phone, because he's at home living the life of a country gentleman and typing a couple of stories a month for a veritable fortune . . . and it's about time!

Meanwhile, that means you won't see him here after this month. We hammered out a deal where, for three cases of *Carta Blanca* and six feet of the finest Polish kielbasa Pennsylvania Dutch Country could produce, he'll finish up his rather loose agreement with *Trail Rider* and go on to better things—mainly, helping *Dirt Bike* put the pressure on *Dirt Rider* once again. Good luck to him!

As an interesting side note, has anyone noticed a subtle change on the masthead of *Dirt Rider* magazine? Like that Tom Webb is now Editor, and Charlie Morey has moved up to Editorial Director of *Dirt Rider* and *Super Motocross*? So the battle that's brewing is not so much between the two largest off-road motorcycle magazines, but between the two Biggest Editors in the business (based on total bulk and volume). And they used to work on the same magazine . . . □



ICO MYSTERIES REVEALED!

If you've had trouble with an ICO odometer, listen up. You're not the only one, and so many claims of wire breakage came in to ICO's offices that they built a simulator to test what happens to their odometer wire when you tape it to your front brake hose. The simulator greatly exaggerated the forces put on the hose and wire, and they found out some things you or I could have never guessed.

The one big thing is that taping the odometer wire to the brake hose, using a continuous loop of tape, from top to bottom, caused the wire to fail in only ten minutes! Also, taping the wire tightly over the joint where the brake line stiffener and the flexible fluid hose meets led to breakage in one or two minutes.

If you've done what we did, and taped the wire continuously, hoping to "protect" it, you may have been experiencing

weirdness lately from your odometer—just like us. To cure the problem, tape the new wires just every two or three inches along the length of the brake hose and your problems will be solved. ICO couldn't get an odometer wire to fail when it was taped like this.

You could still screw it up by ripping it off in the bushes, so use a little common sense and protect it as best as you can. Use of a disc guard is a great way to keep brush out of the bottom parts of the wire, and you should also seal the wire against the lower fork tube with a bead of silicone seal. Do not seal the case of the odometer with silicone seal, because the stuff is wicked corrosive to electrical components.

If we have space, we'll print an illustration describing the wire installation. And, if you're still having strange problems, don't be afraid to call ICO's rider support hotline at (504)882-3107. They want your odometer to work.



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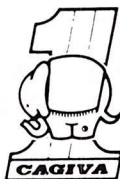
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TRUE GRIT

By Rick Sieman



Editor's note: We humbly ask the readers to recognize that this apparent farewell column from Super Hunky, who will soon be appearing again in Dirt Bike magazine, was submitted in typeset form and pasted down before our esteemed Editor could do anything about it. Lest the reader be deluded into thinking that Mr. Clipper is as noble as S. Hunky claims in this column, we hasten to point out that, aside from any allegations to the contrary, Mr. Clipper is only one other poor slob in this world out to make a buck and feed his riding habit as cheaply as possible. If there was anything he could make money from that was easier than writing a magazine . . . well, you'd probably be reading a cereal box right now.

I met Paul Clipper somewhere in the fog-encrusted mid-seventies. At that point, he could barely write a grocery list without pursing his lips and asking his wife how many Zs were in the word "celery."

He improved rapidly and became a valuable asset to Modern Cycle and the early Challenge publishing version of Dirt Rider. When I went back to Dirt Bike, I asked Paul to come with me. He did, with one string attached: "Let's not forget the guys in the east, OK? I mean, people do ride through the trees, you know."

We shook hands and went about the business of having fun with dirt bikes and never taking ourselves too seriously. He introduced me to doing things like taking care of details and acting like a professional. I fought as hard as I could, but some of it rubbed off anyway.

I introduced him to lifting weights and drinking beer while we did our stories. He actually got to the point where he could bench press over 200 pounds with loud curses, and packed 25 pounds of muscle on a frame that would draw piteous stares in Ethiopia.

We spent many a time swapping tales, but the best tales from Paul

were about the enduros in New Jersey and the lunatics from the ECEA that he knew when he lived back east. We had good times and not so good times, but the best times were when we traveled east together and covered an event. Our efforts at Blackwater, for example, kept our minds open to "the rest of the world," as so many of the Westerners put it.

Eventually, Paul headed east, then headed further east. He went out on a limb and bought the remnants of the magazine you see in your hands right now. It didn't come easy. Paul sold his home and invested every dime he had in Trail Rider. He felt that there were enough good people in the east (and possibly some enlightened souls in the rest of the country), to allow Trail Rider to survive—and even grow into a force.

When Paul first started Trail Rider, I offered to do a column each month. In return, he agreed to listen to my tales of woe on the phone about my mis-adventures at off-road racing a 5000 pound truck. We've done this for some time now.

I've watched Trail Rider for the last year and a half, and look forward to getting it in my mailbox each month. I get a refreshing, different view of what's happening in the real world, by real people. While I enjoy watching Rick Johnson fly through the air at the latest Supercross, I really don't care what his favorite musical group is, or what he eats for breakfast.

I do care to find out how to waterproof my bike best, learn about good quality enduro parts, pick up on what the fast hare scrambles riders are doing to their bikes, and keep tabs on which of my many friends in the east are still riding fast enough to collect trophies in the Senior and Super Senior Class.

I like to see pictures of bikes wandering through the woods, riders getting blasted in the chops with a sloppy wave of muddy water and bikes buried up to the kill button in the

mud.

What could be improved about Trail Rider? Well, I'd like to see more mail from the readers. Believe it or not, most riders like to read about the gripes, snivels, observations and bitching from other riders. Call it time-sharing or whatever.

I'd like to see more ads in Trail Rider, so that gray-haired old bastard can put enough food on his table and make sure the magazine survives. It would also tell me that the riders in the east appreciate Trail Rider and want it to be around for a long time to come.

Also, let's see some more set-ups for woods riding on the more popular bikes. What jetting do you run in cold weather on a YZ? How do you set up a Husky suspension for a rock run? How do you keep a Honda link alive in the mud? Get busy, Clip!

Lastly, the reason for this diatribe. I'm heading back to work with Dirt Bike. This off-road racing thing has gotten out of hand and I find myself quite suddenly a full time racer. For money, yet. Dirt Bike has made me an offer I can't refuse, that doesn't conflict with working on my race truck night and day, and I genuinely enjoy working with Ed Arnet, the Editor of DB. For contractual reasons, I won't be able to contribute to Trail Rider any more.

This means that Clipper is on his own now. Or is he?

Does he have the backing of the eastern riders? I truly hope so. Because my good friend Paul has gone out on a limb longer than the Pennsylvania Turnpike to bring you an honest publication.

I'm sending in a check for a subscription to Paul. Knowing him, he'll probably send the check back. (*Editor's note: It probably won't be written from his account!*) You should, too. I know John Wayne certainly would have.

See you on the trails,

Your Friend,
Rick Sieman

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Ken Yankowski and co-driver. Ken clipped the corners as close as he could, and got to the finish 17 seconds quicker than Bennett.



This is the kind of scenery the Green Marble is famous for. Looks like fifth gear, wide open to me!

by Paul Clipper

Castleton, MD

Green Marble was a run I was really pumped up to ride. I'd heard so much about it; stories of smooth dirt trails, no whoopedos or rocks, beautiful scenery. Reading, Pennsylvania, was great fun the week before, but after all those rocks some easy sit-down riding was looking really good, and I'm sure that I wasn't the only rider who thought so.

So I drove up early that morning—it was only an hour and a half and \$5.80 in tolls away—and looked for a place to park in the campground. Not much space. The club was reporting record attendance this year, but I found a place to plant the van, and hopped on Old Faithful to buzz up to the starting line.

Trouble was, Old Faithful didn't want to buzz. I knew that if it took more than two kicks, something was desperately wrong, but I just kicked harder and it finally blubbered into life.

Down to the line and shoot

the breeze for a few minutes, sign the release and waiver, and start rolling down the hill. My foot was sore, so I figured I'd bump start it. Chuffa chuffa chuffa. No good. Chuffa chuffa pop. Hmmm.

We rolled to the side of the trail and I commenced kicking again. It couldn't be the spark plug, that plug hasn't given me a bit of trouble since the Beehive. Kicka kicka. Kicka kicka. I didn't have any tools with me anyhow, so what the heck.

After a few minutes, Scott Wolfersberger clattered down the hill, kicking and swearing, and I had company. His KX wouldn't start either, but at least he had a plug wrench and a plug. Only problem was, it's damn near impossible to get at the plug on a KX, what with the water line crossing in front of it, and I thought he was going to pop a blood vessel before we got it out.

Then, we had to get the new one back in. More fuming and cursing. Nine minutes down, he was finally on his way, and, most importantly, I got to keep

his plug wrench. And plug.

My plug didn't look so good. I clean his up and tried it, but no luck. They were both dead as nails and my foot was tiring badly, so I limped and huffed back up the hill to get a plug. Hmmm. These are pretty healthy plants I'm stumping through . . . what are they . . . three leaves . . . eek! poison ivy!

I pledged to be more careful in the brush, and Roger Kelly donated a B9EV to the cause as he was waiting to start. Limp, stump, stumble; back down to the bike, and in another minute it was running like a new Toro. Minute 32 was passing; not very helpful, since I wanted to be in front of minute one to take pictures of the trailbreakers.

Zip through the first section. Man, there's no rhythm to this terrain. The first few miles were wound around and over and back again, right alongside of the campgrounds. Plenty of spectators, but not the kind of trail you could fly on. I started thinking about Wolf, and the easy fact that he lost big points

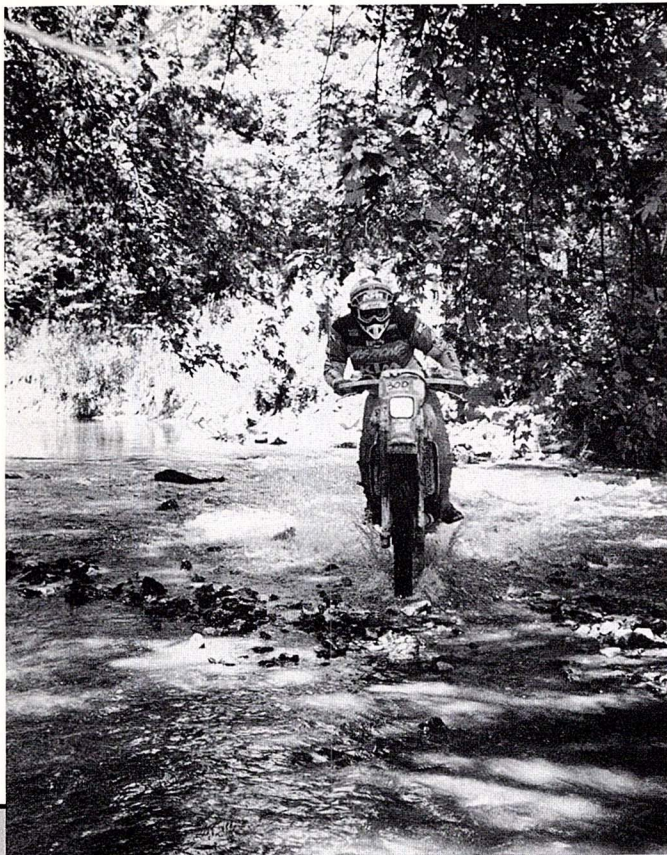
at the end of this section.

But we got to three miles, and there was nothing happening. As a matter of fact, there was a reset, no check, and you were on your way. He lucked out big time (I found out later that he went on to burn the first check. He'll never hear the end of it from me).

CUT TO THE GAS STOP

When we hit the road, Roger Kelly the elder was standing by with a gas can, so I stopped to shoot the breeze. We were immediately accosted by an old car full of citizens, complaining about the riders using "their" road. "Man, I woke up with a bad hangover this morning, and I don't need all that noisy Jap trash going down the road in front of my house! You tell those guys to go back to Japan and ride them! I'm gonna string cables up across the road and get them —ers, I swear I will! If they was Harleys, I could understand it, but —, —!"

Our Harley fan left without getting more than verbally violent, and I followed Roger to the gas stop, cutting a few



Arthur Astle splashes through one of Maryland's streams. He won the B Senior class by eight points.

GREEN MARBLE ENDURO

A view from the side of the trail

miles from the trip.

Once there, we noticed that one of the subframe bolts had snapped off of my bike, so rather than sit around for an hour, we took the bike all apart and tried to coax the stub of the bolt out. No luck. Big zip-ties would hold it together for the rest of the day.

Meanwhile, everybody was still on zero. The tough sections started right after the gas, so I jumped ahead and tried out the trail. Basically, it was all woods trail, in and out of little streams and a few puddles along the way, now and then a log to hop across. Rather than lots of rocks, Maryland has roots. Tree roots everywhere, strung across the trails like little lines of grease. If you tried to attack all the corners with the bike leaned over, you'd be one bruised puppy. Stay upright.

And be darned glad it didn't rain. I figure Maryland would be the slipperiest place in the world, if it was raining during this run. As it was, the trails were either just right, or slightly dusty. Good riding. Some-

how, I managed to flatten a tire, and limped back after the 75-mile mark, but it was still a good day.

TRIM THE CORNERS

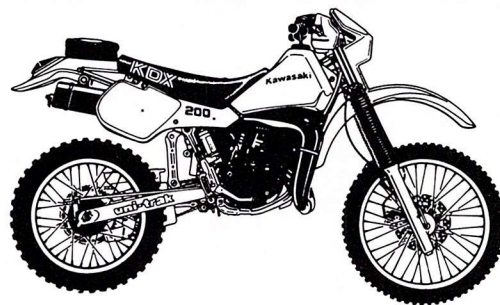
Ken Yankowski won the overall this time, not a bad job for a guy with a wife and two kids, and a high-pressure job all week. He readily admitted he nipped a few corners in the 30-mph special test section, but said "It was no more than the other guys have to do to win these things, and the rulebook says you have to be in sight of the arrows at all times, which I was." Mike McHale, who was on the minute in front of Yankowski said "He got lucky this time. He was taking a few chances that I wouldn't take, but he lucked out."

Yankowski finished a minute better than Jack Lafferty Jr., but only 17 seconds ahead of Kevin Bennett. They were the only two riders with eight-point scores; likewise there were only two with nines: Denny Scotten, who took High Point A for his troubles, and Mike Toole, who had to be satisfied with third

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Green Marble Enduro Class Results			
Ken Yankowski	8	2. C. Stapleford	14
Grand Champion		3. E. Toth	15
Denny Scotten	9	4. R. Tompkins	17
High Point A		5. G. Doerr	17
Chris Smith	13	A Four Stroke	
High Point B		1. B. Bennett	12
N. Severe	22	2. P. Emmons	14
High Point C		3. J. Cushing	16
AA		4. M. Young	21
1. K. Bennett	8	5. F. Wickline	21
2. M. Toole	9	Super Senior	
3. J. Lafferty Jr.	10	1. J. Cooper	17
4. B. Blanchard	10	2. J. Smith	26
5. G. Cutts	11	3. R. Lapinski	27
A Heavy		4. Ed Baker	41
1. R. Cook	12	5. D. Severe	46
2. D. Freitas	12	Women	
3. A. Bylsma	13	1. N. Schlotterbeck	42
4. B. Deveney	13	2. D. Newman	69
5. T. Recchia	14	3. A. Schmitt	161
A Medium		4. E. Larson	DNF
1. D. May	12	5. S. Staples	DNF
2. J. Theurkauf	13	B Heavy	
3. J. Gunselman	13	1. A. Buchholz	14
4. J. Franks	14	2. D. Zurawski Jr.	16
5. J. Rosenberg	15	3. M. Larson	17
A Medium Light		4. D. Russell	19
1. L. Welch	16	5. A. Tomasello	19
2. W. Kruse	18	B Medium	
3. B. Atherholt	18	1. A. Frei	14
4. B. Agonis	24	2. D. Blake	15
5. R. Colohan	27	3. J. Pritchard	15
A Light		4. M. Marszalek	17
1. D. Tucker	12	5. E. Hamilton	17
2. T. Topham	13	B Medium Light	
3. S. Hodgson	14	1. M. Reskowski	18
4. M. Williams	47	2. D. Varnes	19
5. J. Costello	50	3. A. Vecchio	23
A Senior		4. E. Kimber	23
1. S. Wolfersberger	14	5. D. Newman	23
		B Light	
		1. D. Hiles Jr.	16
		2. C. Horn	18
		3. K. Long	18
		4. R. Farber	18
		5. K. Kreis	19
		B Four Stroke	
		1. B. DiSimone	18
		2. G. Noble	20
		3. T. Lytle	20
		4. P.F. Wright	27
		5. D. King	28
		B Senior	
		1. A. Astle	19
		2. J. Walters	27
		3. D. Zurawski	31
		4. L. Pirie	33
		5. P. Wright Jr.	33
		C Medium Light	
		1. C. Aughinbaugh	24
		2. M. Costner	29
		3. M. Spencer	31
		4. A. Fraunfelter	31
		5. J. Ande	31
		C Medium	
		1. K. Tomeo	26
		2. J. Camara	27
		3. W. Sawdy	27
		4. J. Creasy	28
		5. J. DiObilda	31
		C Heavy	
		1. T. Wheeler	24
		2. D. Griffith	28
		3. J. Reynolds	30
		4. G. Kania	34
		5. J. Walter	37
		C Four Stroke	
		1. C. Nolan	27
		2. J. Waller	29
		3. J. Pomeroy	30
		4. C. Seigel	30
		5. J. Earley	34

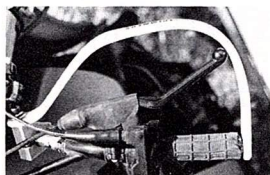


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The Montgomeryville Cycle team of Wolfersberger and Stankiewicz. Wolf won the A Senior class even after losing nine minutes with a fouled plug at the start.

overall and second AA. Jack Lafferty Jr. finished with a ten, after his dad nailed a tree hard enough to break his collarbone, and finished third in the AA, followed by Brian Blanchard and Garry Cutts.

Roy Cook won the coveted A Heavy trophy, mere seconds away from Dale Freitas, and Dan May was right in the middle of them (all had 12 points) for the A Medium win. Larry Welch won the A 250 class with a 16, and Dave Tucker had another 12 on top of the A 125s.

Despite all his spark plug problems, Scott Wolfersberger came out on top of the A Senior class, just seconds ahead of Charles Stapleford. Bob Bennett took the A Four Stroke class with a two point cushion. Jon Cooper did in the Super Senior class with a 17, and Nichole Schlotterbeck dropped 42 points to win the Women's class. That's okay, her friend Mark rode the same minute on a 50cc Yamaha trailbike and finished with 47 points, which happened to net him fourth in the A125 class!

Chris Smith styled his way to High Point B with 13 points down, and the closest the rest of the Bs got was 14 points. Al Buccholz, winning the B Heavy class, was one of them, and Alan Frei was the other, win-

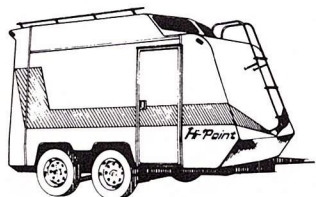
ning the B Medium class. Mike Reszkowski took control of the B Medium Light ranks by virtue of his 18 point score, and Dale Hiles Jr. dropped 16 for the B Lightweight class win.

The B Four Stroke class win wound up being the sole property of Bryan DeSimone, with 18 points, and Art Astle topped the B Seniors with a 19.

N. Severe was the winner of the C High Point trophy, and I'd spell your name out, N, but these results only have first initials. It takes hours of research and phone calls to figure out what the names are, and the typesetting folks are standing at the door, shuffling around. So C. Aughinbaugh was the tops in the C Medium Light class with 24 points, and K. Tommeo topped the C Mediums with a 26. T. Wheeler dropped 24 to win the C Heavy class, and C. Nolan nailed down the C Four Stroke class with a 27.

Initials aside, it was a good run. Lots of scenery, plenty of chances to rest your aching bones (after Reading!), and they took the points away quick and didn't keep beating you about the head and body. It may have been a little dusty, but imagine what it would have been like wet... yeech! There's good riding in Maryland; we'll be glad to go back there again. □

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This wasn't part of the course. Actually, I lost the arrows in this section and wound up going up and down this hill twice looking for them.



Following a stone fence line. It's hard to believe that these woods are growing out of abandoned farmland.

Leominster, MA

First, you head up this rocky hill right out of the parking lot." Dave was describing the trail for me.

"Next, you'll come to the top of the hill and ride through some rocks. Then, the trail goes downhill through some rocks, and into a small rocky swamp—it's no problem, though. After that, there's some rocky trail, and then you go through the first rock garden. After that, Dick cut in some new trail that's really nice, but you'll have to watch out for some rocks on it."

I was fascinated by all this. "Dave," I said, "Is there any dirt out there?"

"What's that?"

"Dirt."

"I think you'll see lots of mud. And rocks."

"But no dirt."

"I hear they grow things in that down on lower ground."

Little did he know that I was not easily psyched out. After staying down south all winter—too long—I was ready for some rock riding. Seeing one more sand whooped would be enough to make me quit riding and take up Jet Skiing. Even in winter. They make snow Jet Skis, don't they?

So we started out, at about 9:30. I jumped in behind Tom and Mad Dog, and planned to spend the day just cruising at my own pace—no racing ahead to get in front of the leaders (you can't shoot pictures of them when you're behind them), no pulling over every minute to avoid being a roadblock at an enduro. Just a trail cruise at my own pace, riding with Tom and his buddies.

Unfortunately, Tom and company

were moving a little too slow for comfort. No problem, I just eased by them and took the lead. Find a comfortable trail pace and buzz along, and I'll wait for them at all the major intersections.

It was nice. You forget what just riding in beautiful terrain is like. Everybody has to race all the time, crashing through the rocks, keeping one eye on the clock and one eye on your wheels, trying to avoid a flat tire. Down south, nobody has flats all spring. Then, they go up for the first rock run and everybody has at least two. They have a lot of broken collarbones, too.

But if you leave the clock at home and pick your own pace, everything is rosy.

STEAMY TALE

I was cruising along, musing along these lines at a nice, steady clip. I had one eye out for the scenery Dave promised, but so far it was just a forest tunnel. The only thing that annoyed me was all the steam, and I didn't think there were that many puddles, even though it had been raining . . .

It smelled funny, too. Sorta like Temp Gard. I stopped at the first two-track and checked it out. Both wheels were dry, but the engine was soaked and steaming. Close inspection revealed a cooling system overflow line that was blowing bubbles—not a good sign.

There was no way to tell exactly what was wrong, but it was obvious that the hoses and "Y" fittings were intact. I scrounged up a discarded beer can, an object that is unfortunately easy to find no matter how far back in the woods you think you are, and filled the radiator from a nearby pond. It only took a half a can, so

things didn't look bad at all.

(It wouldn't be until days later that I would finally discover that the crossover tube between the two radiators had split, which caused the engine to overheat a bit and blow the head gasket, which, of course, compounded the problem. I could start a long harangue about why liquid cooling doesn't belong on trail bikes, but I won't.)

By this time, Tom and company had been gone for some time, so I jumped back on the trail and gave chase. We rode through some of Dick Freel's new stuff, and through some absolutely beautiful trail that was mostly sidehill, all dirt, and as soft as riding on a mattress. I made a note to tell Dave about it later. Maybe he could dump a load of bricks on it or something.

I caught up to Tom at the first checkpoint, and stopped in a cloud of steam. The situation looked terminal. This was my second attempt at a Massachusetts turkey run, and it was starting to look like another unsuccessful attempt. There was no water on the hill top, so I let it cool for a bit and then rode easily down the trail towards the stream that would naturally be at the bottom.

Along the way I had to stop. The dense woods we were riding through were interlaced everywhere by stone walls, and at one point the trail followed right beside one. A great picture! As I shot the next few groups of riders, I tried to imagine what it was like up here in the early 1800s.

At the time, practically the whole state of Massachusetts was stripped bare of trees. Every stretch of ground that could



Some of the trails were simply perfect riding, although the spring rains made them a little slippery.

be tilled was planted with crops, and when the farmer turned the soil, the rocks were piled into walls defining the fields. As people moved south and west, looking for better soil, a longer growing season, and less rocks, the abandoned farms were left to their own devices. What we were riding over was farm land that had gone back to its "natural" state.

Depending on what you call natural, that is. According to one magazine story I read on the subject, the first trees to grow on these abandoned fields were softwoods—pines, firs, and the like. Being rapid-growing trees, they quickly took over the landscape and shaded all the undergrowth, stunting the otherwise slow growth of any hardwood seedlings that may have rooted—birch, oak, ash, maple—and forced them down as shrubs.

Now it gets interesting. The softwoods grew straight and tall, and within 60 years or so they were very desirable as lumber, so down they went. Our pioneers never really planned anything to a great degree, so whole hillsides of trees were leveled. But, for the first time, the underbrush got plenty of sunlight, so it was now time for the hardwoods to have their day. Shading out the growth of the remaining softwood seedlings, the hardwood scrub seized the opportunity and grew like mad, creating the vast hardwood forests we have today.

So think about that the next time you're riding through an oak forest lined with old rock walls. Way back, it was a farm; then it was pine forest converted to lumber and firewood, and now it grows as hardwood. You'd be hard-pressed to ever

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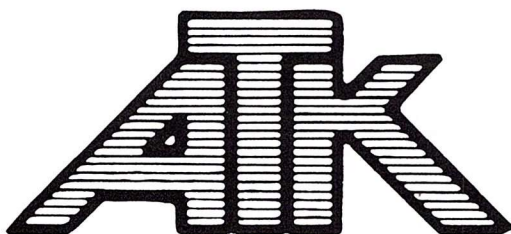
BALL HILL TURKEY RUN

There was so much talk about rocks we were surprised to find some dirt!

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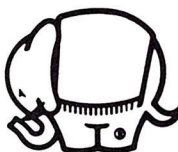
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get to ride in a virgin forest on the eastern seaboard. Recently, an area of true, original growth forest was discovered 'way up in northern Maine, but a lack of roads or even trails guarantees that you or I will never ride there.

And if you tried, I'd probably strangle you anyhow. What we have may be "used," and it may be decreasing, but we should stay out of the wilderness no matter what.

OH YES, THE TURKEY RUN

The radiator took a whole can of water at the next stream, but at least it wasn't gushing out. I wouldn't see Tom again for the rest of the day, but I was determined to stick it out.

We had some fast two-track to stretch out on, get it up into fourth or fifth for a while. Every now and then a bonehead gave the forks a good bounce, but nothing serious. I had to stop and fill the pressure cooker about three more times in the next ten miles, but the leak appeared manageable.

More new trails. The area we were riding in was unique, they told me, because it was riddled with hiking trails that the motorcyclists—with full permission and the blessings of the state—had built. Before the trails were mapped and looped by Dick Freel, folks used to hike off and get lost in these woods. Any more, it's a rare occurrence. The hikers may curse us—most of them flatlanders from Boston looking for nature again—but without the Nashoba Valley Riders there'd be no place to walk.

Another stream, and another stop for water. It took almost two cans this time; inbetween fill-ups, the Miller can lived wedged between the headlight and the handlebars.

All the streams, ditches, and melt ponds were full from the late spring rains we had been getting. The day was beautiful, sunny and warm, no jacket required. But under the trees it was definitely slippery. My steamboat was fortunately shod with new rubber, and I shuddered to think what it would be like with a set of wasted knobs.

Uphill, downhill. The trail wound down to another stream crossing—no, the same one! The trail had doubled back in a loop, and the bridge was two-way traffic. Stop for more water again, and motor on to the gas truck, thoughtfully provided for those of us with small tanks and big wrists.

After that, more tight trail, plenty of rocks and trees and mud and water. Nice ride, but at 25.3 miles the trail split. A longer route for registered bikes, and a shorter one for unregistered. I had current tags and a valid registration with me, but two cans of water wasn't enough at the stops anymore. It wasn't worth a roasted top end, so I took the prudent choice and opted for the "easy" way out.

The trail crossed a road and wandered up to a powerline. A narrow, downhill track was the only obvious choice, and it made a tricky descent to another asphalt crossing, and on the other side was checkpoint number four. I never saw number three, but we can chalk that up to steamed vision and a wandering mind.

Some super-slippery, boney two-track led to the first and only real view of the day. A lookout from a bald face of the hill, with a view of a pretty lake, a peaceful

farm, the distant ridge to the north, and a nice, big shopping mall cluttered with cars in the center of it. Farmer Brown must be rolling in his grave.

More boney fireroad. A long descent into dark forest. By now, I was definitely leading the pack. There were no tracks to follow, but the path was arrowed, and there were a limited choice of alternatives. A couple of very tricky swamps to claw through, and then the trail finally began to climb again. By the mileage, it seemed that this was the last ridge to scale, and it was no sit-down climb.

The trail never reached the top, but instead sidehilled around the summit, rolling up and down, following the land. I was diddling with the odometer, and not really paying much attention to where the front wheel was rolling, and wound up nailing a tree dead center. The impact pitched me over the bars and flung me down the hill. No injuries to speak up, but I jumped up cussing a blue streak and raging at the steaming Husky, and I must have turned a bright shade of red when the sound of laughter echoed through the woods.

A group of spectators—club members?—were just around the next hump in the hill, and had heard me coming. They'd also heard a few expletives that weren't meant for mixed company. I tipped my hat as I rode past.

From there on in it was all down hill, literally. When I reached the picnic area that served as the start once again, it was obvious that I was the first rider past check four. The only people around had come out the same way they went in.

Trail Boss Dick Freel was manning the finish, and was happy to see another "wimp" in early, but mildly interested in the fact that I at least arrived from the right direction. I got a free hot dog for my trouble, a can of Sprite, and I begrudgingly agreed to work on the Husky some time during the week, in return for all the trouble it put up with.

It was a good ride. Tight and boney, a little muddy, yes; but a good workout. The Ball Hill doesn't have the terrain breaks that, say, the Foothills turkey run has (trail section, road, trail section, road), but it's a great ride if you're feeling strong and don't mind being tired at the end. Steambath and all, I had a good time. Dick Freel and the Nashoba Valley Riders are doing a good job up there. They have a right to be proud of it. □

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LIVING IN SIN WITH A 430 AUTO

... and what you have to do to keep one together!

By David Lotz

My earliest recollection of a Husky Automatic goes back to 1973, when someone brought a 250cc 3-speed over to compete in the Six Days in New England. Since then, there have been several different versions, bringing us up to the latest 430 3-speed.

The one thing common to all of them is that they are a lot of fun to ride in the woods, and there are a lot of dealers and people around who don't know much about how best to make them work. Also, there are plenty of horror stories about how these engines and transmissions are fragile at best. The one positive side of the design is that the complete transmission will come out of the cases without ever removing the engine from the frame.

Anyhow, I am going to present here all the things I have learned over the years about how to make a Husky Auto more reliable in the two most important categories—transmission and cooling.

TRANSMISSION

1. Ride it like a 125, either on the gas or off. Do not drive it like an Oldsmobile, because whenever that first gear clutch slips there is wear, and wear equals money.

2. Change the fluid often, and drain it when it's hot. Use either Husky fluid (Univis F-26) or Univis F-13 or F-43 hydraulic fluid from a lift truck shop or an aircraft maintenance shop.

3. Check all the clutch springs often for looseness. When you find loose springs replace them as a set. For example, if you find one loose spring in the first gear clutch, replace all three first gear springs.

4. When you notice the transmission slipping between gears when you're shifting up, there's a worn free-wheel device in the transmission. Find out which one it is, in the counter gear set, and replace it.

5. Check the first gear clutch drum for cracks at the starter pawl slots, and check the shoes and drum for wear often. Replace as necessary. Also, see item #8. When replacing clutch shoes and drum, replace them as a set.

6. Keep the transmission fluid level at about the horizontal centerline of the countershaft. This provides more oil for the transmission to run in, and that also helps keep it cooler.

7. Get a spring retainer for the first gear clutch. This fits over the springs and helps keep them in place if they break. I found that the best way to put

it on is to torque the clutch hub down to spec, then remove the nut and put the retainer plate on. Then clean the crank threads well and apply a little Loctite. While holding the retainer in place torque the nut down, without allowing the nut to turn the retainer (see note #2).

8. Get a banded first gear clutch drum. This minimizes flex and cracking in the drum. Also, it makes for a more positive engagement of first gear (see note #1).

9. Get a case guard installed by Sun River Cycles to further protect the left side case from spring failure.

10. After the first gear clutch shoes and hub and springs have been installed, have a small ball of weld bead put on the tips of the spring wire. This keeps the springs from slipping out of the holes. Do not weld the springs to the shoes on the hub!

11. Use 11:56 final drive gearing. This reduces the load on the engine, transmission, and cooling system.

COOLING SYSTEM

1. If you are not having trouble with boiling over, don't fool with it. If you are, read on.

2. Mount aluminum "Y's" in the coolant hoses, to keep engine heat from melting the plastic ones at the worst possible time.

3. Mount a Husky Four Stroke fill-side radiator, using a Toyota heater hose for the lower hose. Toyota part number 87245-28010. The inside diameter of this hose is a little small,



Riding a Husky Automatic—especially in competition—can be as simple as twisting the throttle. Terry Cunningham and Dave Bertram have both proven how competitive this machine can be.

but with a little lube and a bit of care it will fit the radiator and the Y pipe.

4. Use a 1.4 radiator cap. This increases the boil over point of the coolant.

5. Drill out the holes in your aluminum radiator guard to 3/8-inch to increase the airflow through the radiators.

6. Use an aluminum overflow bottle. This bottle radiates heat better than the plastic one.

7. If you suspect leaks, pressure test the system.

8. Use fiber-reinforced tubing for the cross tube at the top of the radiators, and use hose clamps to hold it on. The stock one can come apart under pressure.

9. Properly jet the carburetor. This also helps the transmission to work properly.

If you follow these guidelines, your Automatic should be reliable and reasonably trouble-free. I would like to thank the following people for their help and input: Jerry Matthews of Harry's Suzuki, Memphis, TN; Ed Lunsford of Cycle Pro Racing, Knoxville, TN; John Smallwood of Sun River Cycles, Rancho Cordova, CA; and Rick Wadley of Houston, TX.

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Pennsylvania's Ed Lojak captured his second win of the series with the WinterPlace overall. The Husky pilot rode a strategic third for most of the race before stepping up the pace in the last half-hour to sneak away with the win. Lojak is still fourth in the standings, after suffering a DNF at Loretta Lynn's in Tennessee.

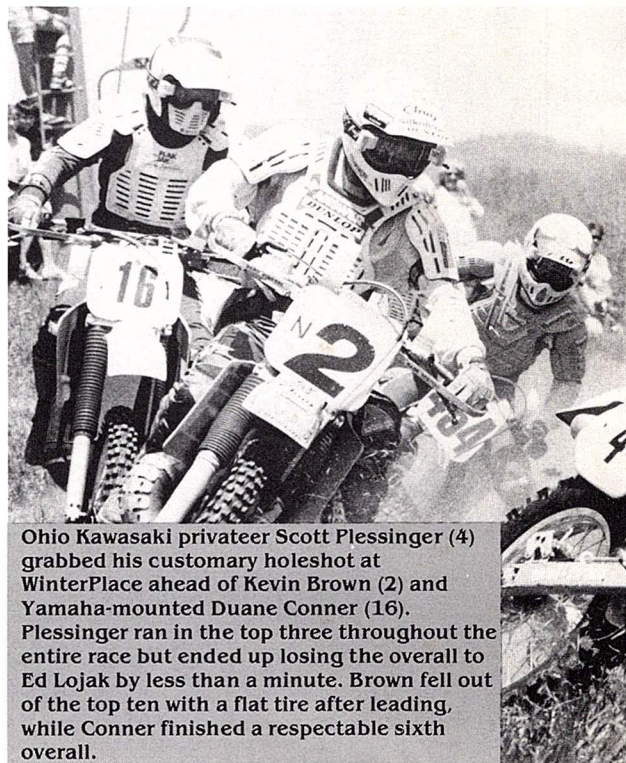


Trail Rider magazine reporter (and publishing mogul himself) Davey Coombs scored his third straight small-bore series win with the 125 A top showing. Coombs, a motocrosser seventy-five percent of the time, took advantage of the open hills and trails to work his way into seventh overall. Not bad for a cry-baby, skateboarding Ricky Johnson wanna-be.

AMA Wiseco/Suzuki Grand National Cro

WINTERP

By Davey Coombs



Ohio Kawasaki privateer Scott Plessinger (4) grabbed his customary holeshot at WinterPlace ahead of Kevin Brown (2) and Yamaha-mounted Duane Conner (16). Plessinger ran in the top three throughout the entire race but ended up losing the overall to Ed Lojak by less than a minute. Brown fell out of the top ten with a flat tire after leading, while Conner finished a respectable sixth overall.

Round five of the GNCCC was held in southern West Virginia. Team Husky won the straight series win after a three-hour race. Plessinger and Team ATK's Tony H... action.



Cross Country Championships, Round Five

PLACE 100

Photos by Gary Plessinger



held at the WinterPlace ski resort in Squawna's Ed Lojak took his second hour dogfight with rising star Scott Hendon. Here's a look at some of the

Keith Rodgers secures the Open A holeshot ahead of Stan Lojak (3), Tony Hendon (3n), and Tim Shephard (7). The riders began the three hour run on the side of one of WinterPlace's longest downhill slopes, and traversed the resort's mountains on a seven-mile circuit. Nearly 2000 local fans attended the first-time event.



ATK-mounted Tony Hendon also led early. The big Kentucky rider was looking for his second overall series win after picking up Round Two in Tennessee, and was in good shape for the win after the first hour. But Lojak and Plessinger, starting from the second row, 30 seconds back, caught Hendon and dropped him to third overall.



Finishing third Open A was Yamaha-Mounted Tim Shephard, a one-time top shelf motocrosser. Shephard, who lives just an hour down the road from the facility, had quite a few fans urging him on, but a hometown win just wasn't in the cards. Shephard's ride was good for fifth overall.

ECEA Round Four

READING OFF-ROAD RIDERS'

R.O.R.R. XV ENDURO

Lafferty scores again, at the first rock run of the season

New Philadelphia, PA

You could tell it was the first rock run of the year, no sweat. All you had to do was look around and count the number of flat tires and broken collar bones. By the sheer amount of ruined rubber, you could start believing that rock riding was really grim, but it just ain't that way.

Look at the guys who didn't have trouble. They put soft fork springs in the front, and maybe lighter oil (Spectro Cartridge oil and Progressive Suspension's new fork springs were the hot ticket on the White Powers), and cranked the preload down a

couple of turns on the rear. Suspension this soft wouldn't work in the whoopedos down south, but I only counted four whoops in Reading's run. And they were each marked with danger arrows!

The other thing the fast guys did is back off the throttle. Watching Jack Lafferty Jr. riding at Reading was like watching pudding skin over—no full throttle charges, no wheelies out of the corners. The guys who had it nailed spent the day mashing rims, flattening tires and picking bark out of their teeth. Lafferty just stayed cool on the throttle, didn't do anything weird, and went quick as hell.



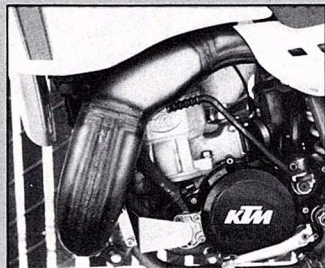
Jack Lafferty Jr. splashes through mountain stream on his way to the overall win.

In the rocks, the saying goes, you gotta go slow to go fast.

The weather was perfect for the pit crews, but in the woods things got a little hot. It felt like 85 degrees deep in the trees where the air was still, but out on the roads the breeze kept you cool.

At least there were more than a few places to get your feet wet, which may not have been fun to some riders. Right off the start the RORR club points the riders

ACCESSORIES PARTS AND INFORMATION



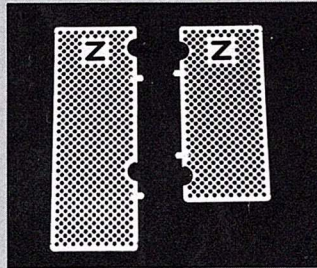
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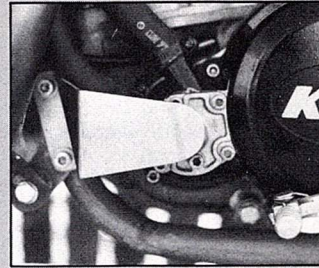
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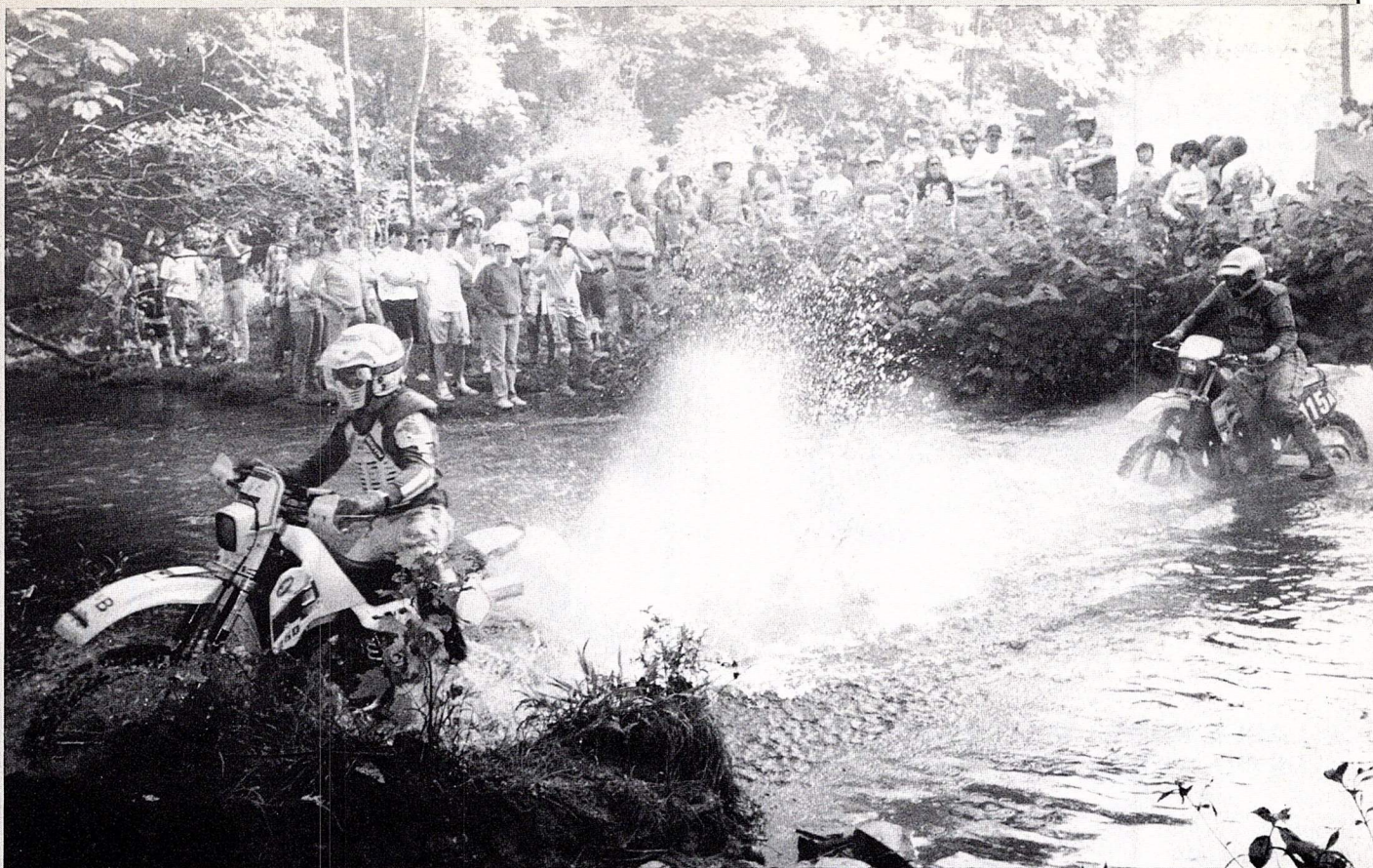
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'87 350/500 14.95
'88 350/500 19.95

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The R.O.R.R. club gives you a chance to get your feet wet right off the line! At least this isn't December.

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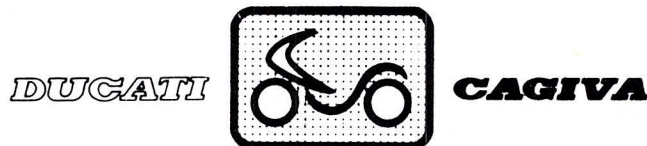


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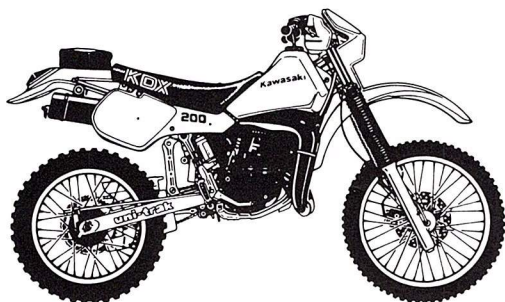


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through a small river crossing, and more than a couple nervous riders had trouble in it. Women's class rider Nichole Schlotter-

beck spent a good half hour studying the crossing before the start, and then promptly stalled and fell over in it.

It wouldn't be the only chance she would get. Plenty of stream crossings on the course kept you interested and your

Some of the Pennsylvania scenery was priceless. You don't find any streams like this down in sand country.

Jim Smith eases over a cliff deep in the woods. Jim finished second to Jon Cooper in the Super Senior class.



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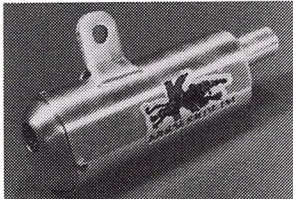
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brakes wet. One in particular stands out in memory—it was just over the top of a mound of dirt, the kind that look like a natural motocross jump. Anybody who jumped it had the dickens scared out of them when they cleared the top, because all they saw was yellow water! Thankfully, it was only six inches deep.

There were a few boney trails to ride on, but nothing dangerous. Actually, there were more smooth trails than rocky ones, and all things considered, the Reading Off

Road Riders put on a rideable, well organized event. Beautiful country to ride in, and a good day to do it!

R.O.R.R. reported that they had 406 entries for the day, which is about 100 more than last year. 374 riders actually started the event, and 254 finished. You could tell that the place was packed by just trying to find a spot to unload your trailer on Sunday morning—the ball field was packed to capacity! And, just when we thought there was no more room to move,

a girl's softball team came in and started playing, right in the middle of it!

And oh yeah, Jack Lafferty Jr. won the enduro on his YZ250. Jeff Rosenberg from Central Jersey Competition Riders took the High Point A award, Mark Marszalek of the Pine Barons won High Point B, and Bill Atkinson was the High Point C winner. It was a good, warm, and tough day; and an excellent event overall. Take a look at the results to see how everybody else did. □

R.O.R.R. XV	3. Dave Shirey	35	5. Bob Bingley	36	1. Al Buchholz	18	4. Ron Murhon	67
Enduro	4. Ed Toth Jr.	42	6 Four Stroke		2. Dennis Zurawski Jr.	19	5. Bill Adams	103
Class Results	5. Steve Chapkovich	44	1. Bryan Desimone	28	3. Mark Larsen	26	C 200	
Jack Lafferty, Jr.	A 200		2. Ted Lytle	40	4. Rick Moyer	27	1. Mark Cootner	52
Grand Champion	1. John Fleck	12	3. Peter Wright	44	5. Dana Russell	30	2. Tony Manuele	55
Jeff Rosenberg	2. Bob Dana	19	4. Jack Weichsel	53	B Senior		3. Steven Cahill	56
High Point A	3. Bill Atherholt	32	5. Kenny Willits	87	1. Arthur Astle	35	4. Bruce Nelson	59
Mark Marszalek	4. Jerome Lynn	33	B 125		2. Ernie Mellor	40	5. Joseph Prubascon	64
High Point B	5. Larry Welch	37	1. Chris Horn	32	3. Dennis Zurawski		C Medium	
Bill Atkinson	A 250		2. Dale Hiles	32	4. Bill Sharp	65	1. Kevin Duffy	39
High Point C	1. Danny Nenstiel	12	3. Ken Kreis	43	5. Burt Guers	67	2. John Camara	39
AA	2. Douglas Groff	20	4. Mike Collins, Jr.	51	Super Senior		3. Jim Waller	44
1. Richard Mollenkopf	3. Dan May	20	5. Mark Roll	62	1. Jon Cooper	31	4. William Sawdy	45
2. Ken Yankowski	4. Norman Billhime	20	B 200		2. James Smith	46	5. Chris Nolan	47
3. Drew Smith	5. Paul Spampinato	21	1. Denny Varnes	23	3. Robert Lapinski	47	C Open	
4. Mike Hoover	A Open		2. Edward Kimber	32	4. Joseph Galie	74	1. Martin Ekberg	46
5. John Rogers	1. Denny Scotten	20	3. Tim Steese	37	5. Robert Hoover	80	2. Edward Buchholz	57
A Four Stroke	2. Bob Deveney	21	4. Richard Delisi	39	Women		3. David Mealing	58
1. Bob Bennett	3. Roy Cook	21	5. Mike Reskowski	40	1. Kathy Campbell	48	4. John Walter	60
2. Pat Emmons	4. Dale Freitas	27	B 250		2. N. Schlotterbeck	107	5. Walter Bachurski	71
3. Bill Johnson	5. Anthony Recchia	27	1. Dan Blake	27	3. Dora Newman	120	Teams	
4. Mark Young	A Senior		2. Jeff Baran	28	4. Linda Luhn	212	1. SJER #1	97
5. Robert Byerley	1. Jack Lafferty	22	3. Walter Whilden	32	C Four Stroke		2. VFTR #1	102
A 125	2. Ed Toth	29	4. Paul Goldy	34	1. Michael Vanak Jr.	40	3. Pine Barons #1	113
1. Steve Hodgson	3. Richard Tompkins	29	5. Brian Jones	34	2. Robert Barr	43	4. Tri-County	223
2. David Tucker	4. Gary Doerr	30	B Open		3. Doug Mason	64	5. VFTR #2	225

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The Silver Bullet

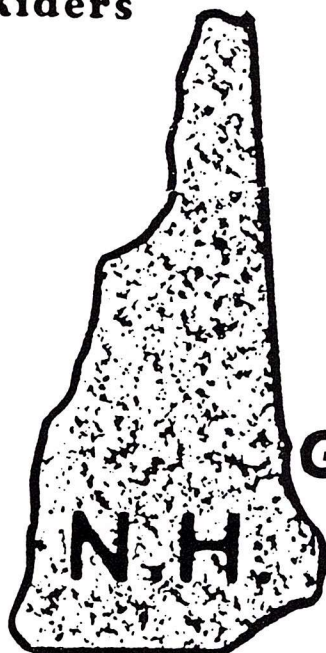
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GRANITE STATE JUNIOR ENDURO

AUG. 14, KEY TIME 9:00 AM

AUG. 13, KEY TIME 11:00 AM



A NETRA Championship Event

Approximately 85 miles of challenging but rideable terrain for C rider, A and B riders will ride an additional 30 miles.

Start: Sugar Hill Speedway, Weare, New Hampshire. Arrowed from the intersection of Rt. 114 and 13 North in Goffstown, NH; or Rt. 13 and 77 in Dunbarton.

Come early and spectate Saturday night racing, starts at 7:00 p.m.

Entry Fee: \$18 pre-entry, \$20 post-entry, Juniors/Minis \$15 pre, \$20 post

Teams sign up morning of event, 3 persons: 1 "A", 1 "B", 1 "C". No additional fee.

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Make checks payable to: M.V.T.R.

Mail entry to:

Bob Thomas

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SUNDAY ADULT ENDURO SPONSORED BY:

Release and Waiver of Liability

LIABILITY WAIVER

I, the undersigned, hereby agree, in entering this event, to forever release and discharge the organization promoting this event and its officers and members, the New England Trail Rider Association, Inc., and its officers, trustees and members, all other participants in the event and all property owners over whose property the event may pass; from any and all loss, injury, expense, damage, cause of action, or any claim whatsoever which I may suffer or sustain, or which may arise out of or in connection with the event and my participation therein. I have read and understand this release.

NAME _____ AGE _____

ADDRESS _____

CITY _____

STATE _____ ZIP _____

PHONE _____

ABILITY CLASS (CIRCLE ONE):

A B C

☐ MINI-A ☐ MINI-B ☐ JR.-A ☐ JR.-B

DISPLACEMENT OR
OTHER CLASS YOU
ARE ENTERING: _____

4-S W S SS GS

MAKE OF BIKE: _____

EVENT: _____ DATE: _____

ORGANIZER: _____

SIGNATURE _____

If the member is a minor, I, the undersigned parent or legal guardian of such minor member execute and assent to the above release in behalf of said minor.

PARENT (OR GUARDIAN) _____

_____, SS _____, 198 _____

Signed and sworn to by the above parent (or guardian) before me.

NOTARY PUBLIC _____ FOR JUNIOR EVENTS

MOONSHINE XIV ENDURO '88

VALLEY FORGE TRAIL RIDERS



August 21, 1988
Key Time 8:00 AM
A BENEFIT FOR THE
AMERICAN CANCER SOCIETY



One dollar of each entry fee will be donated to the American Cancer Society. Additional donation will be accepted at the sign-up area, and a 50/50 will be held (50% to the winner, 50% to the American Cancer Society). In addition, VFTR will match all donations.



Start: Brandonville, PA. From exit 6 of Route 81, take 924 north into Brandonville,

Camping Facilities: Camping will be available at the start area. Delicious food and refreshments will be available from the Brandonville Fire Company—spaghetti dinner Saturday, breakfast and lunch Sunday.

Entry Fee: Make checks payable to Valley Forge Trail Riders, Inc. Pre-entry \$20, post-entry \$22. Mail entries to **Cliff Tenney, 152 Pulaski Street, Stowe PA 19464.**

Starting Position: Drawing for starting position will be August 13th. Entries stapled together will be assigned together. Rider number and course information will be mailed on Aug. 15. Entries not received by our mailing date will ride last—**no exceptions, no phone entries.**

Registration: Saturday from 2:00PM to 6:00PM, Sunday from 6:30AM.

Information: Call Cliff Tenney, (215)644-4524. Evenings only, please limit calls.

Requirements: Riders must have valid AMA and ECEA cards. If you don't have an ECEA card you may take the test on Saturday at the sign-up area. AMA applications are also available. NETRA, Dist. 4, and SETRA license holders will be issued an ECEA card in the same class with no test. You must have a valid motorcycle driver's license.

Bike Requirements: We will require a valid registration, license plate, securely mounted headlight, tail light, and attached muffler. A sound test will be conducted according to AMA regulations. No bikes are to be started or ridden between 1:00PM Saturday and 7:00AM Sunday. Please meet all requirements or be prepared to join the pit crew. No refunds!

No minibikes!

Release and Waiver of Liability and Indemnity Agreement

Name _____ Age _____

Address _____

City _____ State _____

Zip _____

Phone (area code) _____

ECEA No. _____

AMA No. _____ Expires: _____

AMA Club Name: _____

Bike Make: _____ Displacement: _____

Rider's Class (check one)

____ AA ____ A ____ B ____ C

____ Senior A (40+) ____ Senior B (40+)

____ Super Senior (50+) ____ Women's Division

____ 4-Stroke A ____ 4-Stroke B ____ 4-Stroke C

I hereby give up all of my rights to sue or make any claim whatsoever against the American Motorcyclist Association and its district organizations, the East Coast Enduro Association, the promoters, sponsors, and all other persons or organizations conducting or connected with this event for any injury to property or person I may suffer, including crippling injury or death, whether such injury arises while I am preparing or participating in the event or while I am on the event premises.

I know the risks of danger to myself and my property while participating in the event and while upon the event premises and, relying upon my own judgement and ability, assume all such risks of loss and hereby agree to reimburse all costs to those persons or organizations connected with this event for damages incurred as a result of any injury that I cause or receive. I have read this release and agree to the terms therein.

Signature _____

Vehicle No. _____

Witness _____

Address _____

**Participant under 18 must have
notarized parent/guardian signature!**

Parent/Guardian Signature (sign in ink)

Notary _____

Commission Expires _____

NAME _____ AGE _____
ADDRESS _____
CITY _____
STATE _____ ZIP _____
PHONE _____

ABILITY CLASS (CIRCLE ONE): A B C

DISPLACEMENT OR
OTHER CLASS YOU
ARE ENTERING: 4-S W S SS GS

MAKE OF BIKE: _____

EVENT: _____ DATE: _____

ORGANIZER: _____

LIABILITY WAIVER

I, the undersigned, hereby agree, in entering this event, to forever release and discharge the organization promoting this event and its officers and members, the New England Trail Rider Association, Inc., and its officers, trustees and members, all other participants in the event and all property owners over whose property the event may pass; from any and all loss, injury, expense, damage, cause of action, or any claim whatsoever which I may suffer or sustain, or which may arise out of or in connection with the event and my participation therein. I have read and understand this release.

SIGNATURE _____

If the member is a minor, I, the undersigned parent or legal guardian of such minor member execute and assent to the above release in behalf of said minor.

PARENT (OR GUARDIAN) _____

_____, SS _____, 198 _____

Signed and sworn to by the above parent (or guardian) before me.

NOTARY PUBLIC _____

TRI-STATE



TRAIL RIDERS

TRI-STATE SENIOR ENDURO

AUGUST 21, 1988

KEYTIME 9AM

Start: Exit 4E (Sutton Ave) off 395 in Oxford, Mass. to Singletary Road and Gun club. Also arrowed from junction of Rt. 146 and Central Pike in Sutton.

Course: Approximately 60 miles with more timekeeping involved. Bikes must be registered, and you must hold a valid driver's license.

Rules: Brand-X, resets where necessary.

Entry Fee: \$18 pre-entry, \$23 post-entry.

Send Entries to: Bill Dakai, 24 Rondeau Road, Bellingham MA 02019. Entries by postmark, entry deadline is August 13.

ECEA cards will be honored

Food and swimming available at start

Information: Call Russ at (508)865-4820

TRI-STATE JUNIOR ENDURO

August 20, 1988

KEYTIME 10AM

(Both Minis and Juniors)

Start: 200 Sportsman Club in Webster, Mass. (Not the same as Senior enduro) Exit 4E off 395 in Oxford, Mass. Also arrowed from the junction of Rt. 146 and Central Pike in Sutton.

Course: 20 miles for Minis, 30 miles for Juniors. FIM Rules.

Entry Fee: \$15 pre-entry, \$18 post-entry.

Send Entries to: Bill Dakai, 24 Rondeau Road, Bellingham MA 02019. Entries by postmark, entry deadline is August 13.

Information: Call Bill at (508)883-4534.

No food planned at start as of this ad—subject to change!

Release and Waiver of Liability and Indemnity Agreement

Name _____ Age _____

Address _____

City _____ State _____

Zip _____

Phone (area code) _____

ECEA No. _____

AMA No. _____ Expires: _____

AMA Club Name: _____

Bike Make: _____ Displacement: _____

Rider's Class (check one)

____ AA ____ A ____ B ____ C

____ Senior A (40 +) ____ Senior B (40 +)

____ Super Senior (50 +) ____ Women's Division

____ 4-Stroke A ____ 4-Stroke B ____ 4-Stroke C

I hereby give up all of my rights to sue or make any claim whatsoever against the American Motorcyclist Association and its district organizations, the East Coast Enduro Association, the promoters, sponsors, and all other persons or organizations conducting or connected with this event for any injury to property or person I may suffer, including crippling injury or death, whether such injury arises while I am preparing or participating in the event or while I am on the event premises.

I know the risks of danger to myself and my property while participating in the event and while upon the event premises and, relying upon my own judgement and ability, assume all such risks of loss and hereby agree to reimburse all costs to those persons or organizations connected with this event for damages incurred as a result of any injury that I cause or receive. I have read this release and agree to the terms therein.

Signature _____

Vehicle No. _____

Witness _____

Address _____

**Participant under 18 must have
notarized parent/guardian signature!**

Parent/Guardian Signature (sign in ink)

Notary _____

Commission Expires _____

COMPETITION DIRT RIDERS, INC. PRESENTS

THE ONLY SOUTH JERSEY RUN WITH NO SAND OR WHOOPDEDS

THE SEVENTEENTH ANNUAL

BEEHIVE ENDURO

SUNDAY, AUGUST 28, 1988

KEY TIME 8:00 AM

Approximately 90 miles of nice trails, no mud, no water

Start: Mauricetown Fire Hall, Mauricetown, NJ. Follow arrows from State Road #47.

Machine requirements: All bikes must have a license plate and working muffler. Front number plates are required!

Rider requirements: Drivers license, ECEA card. If you don't have an ECEA card, one may be obtained at no cost by taking a test on Saturday, August 27th, 1:00PM to 6:00PM at the Fire Hall. No tests on Sunday.

Camping: Plenty of free camping available. Trash bags available at sign-up.

Food: Available at Fire Hall, including breakfast Sunday morning.

Entry fee: \$20 pre-entry, \$23 post-entry (day of event).

Starting position: Determined by drawing. Entries must be in our possession by August 17th to make the drawing. Only entries with money will hold your number, rider information will be sent by return mail.

Mail completed entries and checks to:

Competition Dirt Riders, Inc.

c/o Gene Jost

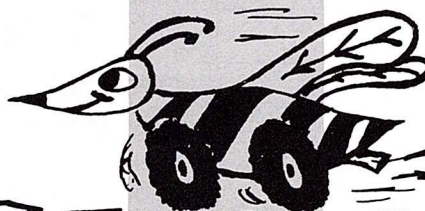
Box 549

Millville, NJ 08332

Information: (609)327-5015 Please limit calls.

No motorcycles to be started after 8 PM Saturday or before 7 AM Sunday!

PIT RACERS WILL BE DISQUALIFIED!



**THE
BEE IS
BACK!**

ARE YOU?

GREYLOCK ENDURO

A NETRA Championship Enduro

September 11, 1988



Entry fee: \$18 pre-entry, \$23 post.

Start in Windsor, Massachusetts. Arrowed from Route 9 in Windsor, and Route 8 in Dalton.

Key time 9AM

New Brand X rules

24 MPH Average—all rideable, but challenging.

Gas at start

Good spectator points

No camping at start.

Send entries to:

Irwin Moiseff

169 Partridge Road

Pittsfield, MA 01201

Make checks payable

to Greylock Riders M.C.

Additional info:

Irwin Moiseff (413)443-3703



Release and Waiver of Liability

NAME _____ AGE _____

ADDRESS _____

CITY _____

STATE _____ ZIP _____

PHONE _____

LIABILITY WAIVER

I, the undersigned, hereby agree, in entering this event, to forever release and discharge the organization promoting this event and its officers and members, the New England Trail Rider Association, Inc., and its officers, trustees and members, all other participants in the event and all property owners over whose property the event may pass; from any and all loss, injury, expense, damage, cause of action, or any claim whatsoever which I may suffer or sustain, or which may arise out of or in connection with the event and my participation therein. I have read and understand this release.

ABILITY CLASS (CIRCLE ONE): A B C

DISPLACEMENT OR
OTHER CLASS YOU
ARE ENTERING: _____
4-S W S SS GS

MAKE OF BIKE: _____

EVENT: _____ DATE: _____

ORGANIZER: _____

SIGNATURE _____

If the member is a minor, I, the undersigned parent or legal guardian of such minor member execute and assent to the above release in behalf of said minor.

PARENT (OR GUARDIAN) _____

_____, SS _____, 198 _____

Signed and sworn to by the above parent (or guardian) before me.

NOTARY PUBLIC _____

GREEN BRIER ENDURO

Sponsored by

Tri-County Sportsmen M.C., Inc.

P.O. Box 146, Port Elizabeth NJ 08348

September 11, 1988

Entry Fee \$20

Post Entry \$25

Key Time 8:00AM

Approx. 100 miles

No Refunds

1987 ECEA ENDURO OF THE YEAR

REQUIREMENTS

Starts from the Belleplain Fire Hall, Route 550,
Belleplain, New Jersey

Food will be available at the fire hall

Plenty of camping available at the start

Partial proceeds to benefit American Cancer Society

Entry drawing on September 2, 1988

Information: (609) 825-3864; (609) 825-4130 after 5
P.M.

1. All bikes must be fitted with a license plate and muffler.
2. **Absolutely no pit racing!** You will be disqualified!
3. No bikes to be started before 7 AM Sunday
4. ECEA test to be given Saturday, 1PM to 6PM
5. Teams must sign up by 8AM Sunday
6. **All riders must have a valid motorcycle license and registration for attached license plate!**



Release and Waiver of Liability and Indemnity Agreement

Name _____ Age _____

Address _____

City _____ State _____

Zip _____

Phone (area code) _____

ECEA No. _____

AMA No. _____ Expires: _____

AMA Club Name: _____

Bike Make: _____ Displacement: _____

Rider's Class (check one)

____ AA ____ A ____ B ____ C

____ Senior A (40 +) ____ Senior B (40 +)

____ Super Senior (50 +) ____ Women's Division

____ 4-Stroke A ____ 4-Stroke B ____ 4-Stroke C

I hereby give up all of my rights to sue or make any claim whatsoever against the American Motorcyclist Association and its district organizations, the East Coast Enduro Association, the promoters, sponsors, and all other persons or organizations conducting or connected with this event for any injury to property or person I may suffer, including crippling injury or death, whether such injury arises while I am preparing or participating in the event or while I am on the event premises.

I know the risks of danger to myself and my property while participating in the event and while upon the event premises and, relying upon my own judgement and ability, assume all such risks of loss and hereby agree to reimburse all costs to those persons or organizations connected with this event for damages incurred as a result of any injury that I cause or receive. I have read this release and agree to the terms therein.

Signature _____

Vehicle No. _____

Witness _____

Address _____

**Participant under 18 must have
notarized parent/guardian signature!**

Parent/Guardian Signature (sign in ink)

Notary _____

Commission Expires _____

AMMONOOSUC RIVER



1988

Participation Pin

Bring your NETRA card
For information call: (508)448-2685
Ride weekend: (603)787-6132

TURKEY RUN

***16 Consecutive Years of Fantastic Riding
from the
Norumbega Trail Riders***

September 11, 1988

Start: 7:30 AM; Registration closes 9:30 AM

Where: Ammonoosuc Fish and Game Club

on Route 112 in Swiftwater, NH

Primitive camping and swimming at the start area

Approximately 100 miles of scenic and challenging trail riding.

Singles: \$15

Doubles: \$17

Registered bikes only—registration will be checked
Gas and food available on route

AMMONOOSUC RIVER



1988

Participation Pin

Bring your NETRA card
For information call: (508)448-2685
Ride weekend: (603)787-6132

JUNIOR TURKEY RUN

***by the
Norumbega Trail Riders***

Saturday, September 10, 1988

Start: 11 AM

Where: The Joy Farm, Bath, New Hampshire. Arrowed from the intersection of Rt. 135 and Rt. 302 in Woodsville, NH.

Length: 2 loops—10 to 12 miles each.

Entry Fee: \$12

Primitive camping and swimming available at the start of the
Ammonoosuc River Senior Turkey Run.

"The best thing about *DIRT RIDER* is the objectivity of the road tests and the fact that you can use them later for reference."

—Bob Maynard

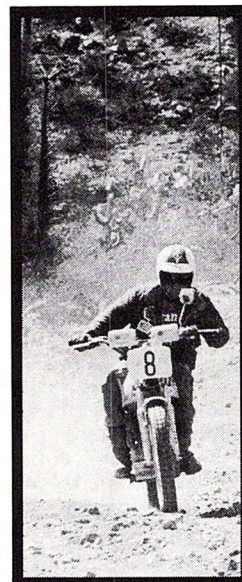
Name: Bob Maynard

Occupation: President, Hallman Racing USA

Company Description: "We primarily manufacture motocross apparel and safety-related equipment, which we distribute worldwide."

Riding history: "I was playing college football when the local Honda dealer came down with four dirt bikes and wanted to take a picture of the starting backfield sitting on them. I had never been on a motorcycle. They showed me how to start it and I ran around the practice field. I needed a job to get through school, so I said to the dealer, 'Why don't you let me sell these things for you?' I finished my education and taught one semester of biology, but I was making more money on weekends selling motorcycles. My boss asked me to manage one of his Honda dealerships and I've never been back in the classroom. When I quit playing football I got into racing. I rode the first Baja 1000 in 1969 on a motorcycle and have also raced it in cars, winning my class several times with both vehicles. It was while racing that I met my partner, Torsten Hallman, a four-time World Champion."

Magazine: "The best thing about *DIRT RIDER* is the objec-



tivity of the road tests and the fact that you can use them later for reference. You can go back and compare the performance of different machines and have something statistical to look at instead of just a quote saying, 'Hey, that bike handles so great!' You can refer back to the weight, the suspension travel or the torque and horsepower curves, and that's unlike all the other

magazines, which just give you some rider's opinion. *DIRT RIDER* is much more objective in that respect."



VCHSS Opening Mudfight!

SURRY 100 HARE SCRAMBLES

The not so lonely job of a Course Marshal

by Tom C.A.T. Conaway

Photos by Jim Gwaltney and Tracy Ferebee

As they lined up, I knew this hoard of unsuspecting entrants were in for a real test of both endurance and motorcycle preparation. Sure, it was a beautiful day; the sun was shining brightly, a cool breeze was blowing and about five solid acres of hidden mud lay in wait. Now don't get the impression that we Tidewater Dirt Riders are in the habit of laying out satanic type courses, 'cause we don't (not often) but, like most race promoters, we do tend to lay out a course weeks ahead of schedule, and cut around the nasty sections as race day approaches.

Of course we had no idea it would rain the day prior to our race date.

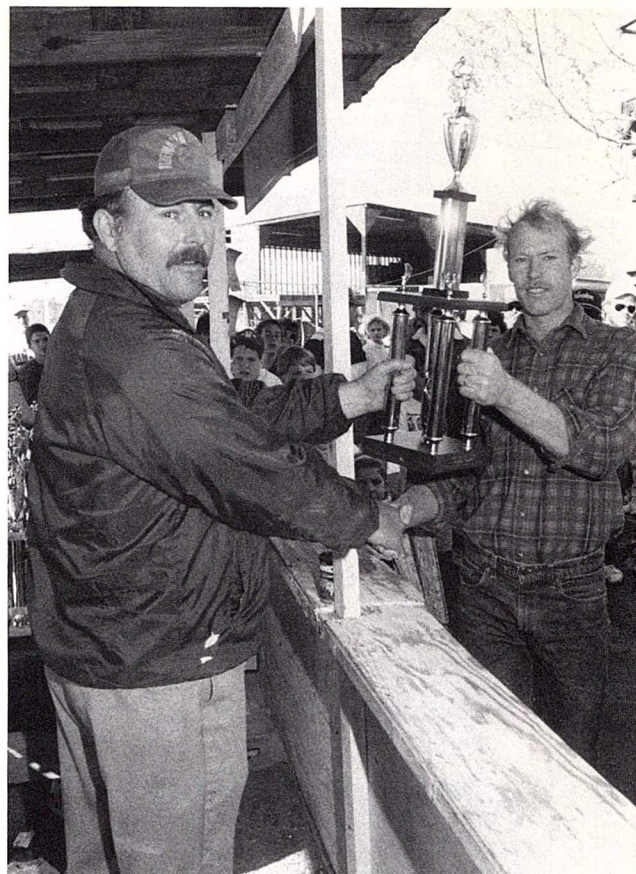
Unfortunately, rain is a mild word for

the precipitation we got in Surry, Virginia that Saturday. It came down in kegs. We tried; really we did. Sunday morning we were out cutting alternates and we were all sure we had routed around what was likely to be the worse spots. Who could have guessed that the low ground would hold up so well, and the higher elevations would turn into an impossible quagmire?

At 8:30 AM Sunday morning, I announced to our club President that I was available to ride Course Marshal should he be in need of one. He was, so I did. Of course, I'd already seen the whole trail, and having my doubts in regards to a few low lying stream crossings, I decided not

to press my luck with a bad clutch so far as to race. So I attired myself in the Day-Glow orange vest reserved strictly for "Race Officials," belted on my trusty machete, just in case, and puttered over to the starting line to wait.

I recall thinking how far this race series of ours had come in the last five years or so, and marveled at how professional these guys looked as they waited for a green flag. There would be plenty of time to jockey for position before the first woods section, but true to form, when the flag dropped the hole shot for turn one ensued. After ten classes worth of pile-ups at the starting line had been cleared and



Steve Arthur accepts his trophy for his first overall win of the season.

This is the last time you'll see them clean today. For some odd reason, most riders enjoyed it.



There were a few mud puddles on the open parts of the course. Back in the woods, it was a nightmare!



everyone was safely on their way, I leisurely started out after them.

Until the first woods section loomed before me, all I saw of the racers was a cloud of blue smoke and a lot of roost-ruts. Once in the woods, plastic debris was everywhere to be seen. Apparently, jamming on brakes in a soggy field at the last second was not the ideal approach. Before I exited the afore-mentioned stand of bird habitats, I found myself tugging on a small dual-purpose bike stuck hub deep in a rut, while trying to calm the tattered nerves of a first time out Trail Rider. Once his scooter was free, he was all smiles and on his way to the next hole which lay in wait for him. As the race progressed, I soon discovered that this little fellow, and many others, would require a great deal of similar aide.

As I rolled into section two of woods, the tangled mass of riders, bikes and trees that greeted me sent chills down my quickly yellowing spine. Of the whole course, this area should have been the easiest to navigate. What I saw there made me want to progress no father. Not only were the racers forced to crash through trees and brush to circumnavigate a seat-deep hole, but they also had to use each other for traction to do it.

A sharp turn in the trail had turned into an impasse of mud and roots. The thick growth of vegetation made a formidable barrier between where they were and where they were going. Tempers flared and curses flew. I parked well out of the way and started the thankless task of setting an alternate route, while hopelessly stuck

racers were helped free by those who were merely very stuck.

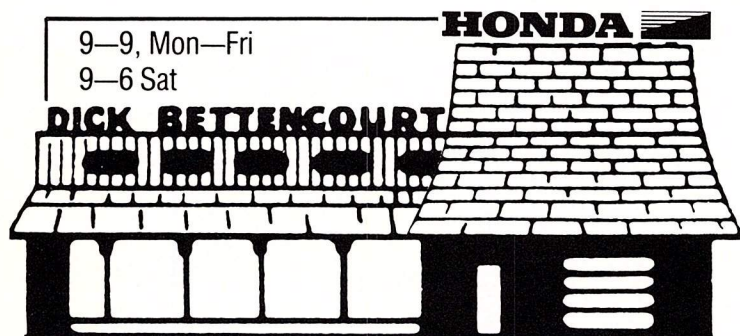
Before this mess was fixed, the 'AA' riders were already pouring through on their second lap. The mere sight of these mud-caked mad men confirmed my worse fear. This was not the nastiest section of the race.

More course Marshals arrived on the scene, so I reluctantly moved on to more mud and muck. The farther I rode, the deeper the feeling of dread grew into my gut. At check point one, a beer was offered and gratefully accepted while the check crew told a tale of a lost mini rider. After the last swallow of brew, I about faced and went in search of this M.I.R. (missing-in-race). After

redering the entire first half of the race course, and getting stuck twice in the process, I approached check one only to learn the lost rider had come into the check right after I had left. I needed another beer.

From the first check I cruised across the field into the center section where things began to look better, trailwise that is, and my spirits rose as I pulled over to make room for a swiftly moving Husky piloted by overall winner Steve Arthur. After digging the mud flung from several sets of Metzlers from my disbelieving peepers, I continued on my way to check point two. How can these people ride so fast without skinning every tree they pass? Thank God for hand guards!

VCHSS Surry 100		Senior			
Steve Arthur	Hus	1. Butch Thomas	Hus	3. Karl Johnston	KTM
Overall Champion		2. David Sell	Yam	4. Ricky Franklin	Hon
Trailriders		3. Bob Williams	Kaw	5. Robert Gaylon	Kaw
1. Ray Rayn	Hon	4. Bill Porter	Hon	Open	
2. Steve Sherer	Hon	5. Robert Cox	KTM	1. Paul Norris	Hus
3. David Clark	Kaw	125		2. Eddie Armentrout	Hus
4. John Mercer	Suz	1. Bill Cox	Suz	3. Kriss Kudla	Yam
5. Bob Felts	Hon	2. Gil Griggs	Kaw	4. Bill Hutchens	Hus
Four Stroke		3. George Greer	Hon	5. Dave Olds	Hon
1. Bill Nuckols	Hon	4. Jeff Wall	Suz	Mini	
2. Albert Odenthall	Hon	5. Joel Burgess	Suz	1. Kevin Cooper	Kaw
3. Chuck King	Hon	200		2. Robbie Felts	Kaw
4. Mac Price	Hon	1. Andrew Williams	Kaw	3. Johnny Cox	Hon
5. Joey Lawson	Hon	2. Terry Tichy	Yam	4. Jonathan Carroll	Kaw
Super Senior		3. David Ashley	Kaw	5. Chris Caddy	Hon
1. Bill Edmundson	Hon	4. Ron Kiser	Kaw	AA	
2. Frank Phillips	Hon	5. Terry Thomas	Kaw	1. David White	Cag
3. Sonny Wood	Hon	250		2. Derek Kutcher	Suz
4. Chuck Lewis	KTM	1. Rick Pino	ATK	3. Gary Hatch	Hus
5. Tommy Smith	Yam	2. Darryl Campbell	KTM	4. Robert Gerken	Hon
				5. Jesse Edenbeck	Hus



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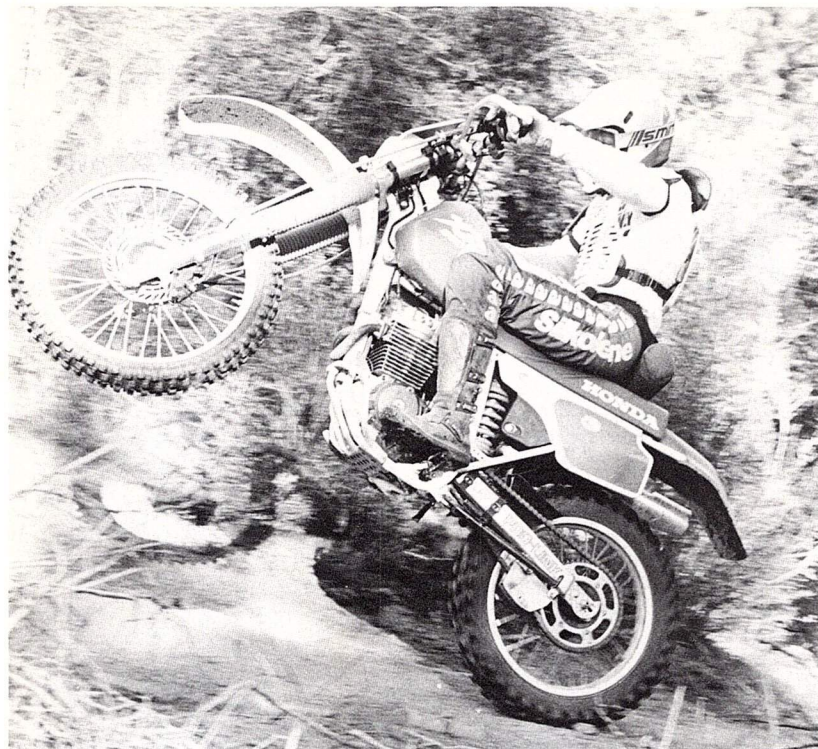
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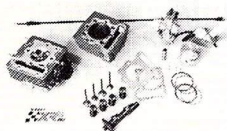
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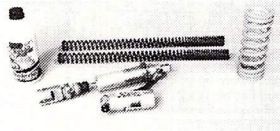
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- ☒ 110/100x18 IRC VE33 (OEM) \$ 35.99
- ☒ 300x21 Bridgestone ED-11 \$ 49.99
- ☐ H.D. Tuff tube \$ 15.95

As I rode along from one Tucker/Rocky arrow to the next, I could almost taste the ice-cold beer I figured I'd beg, borrow or steal from #2 check crew. Unfortunately it would be quite some time before I even saw the laughing faces of check point two. The trail had totally disappeared halfway between the first two check points, and I would never see the third.

Donnie Lewis and David Newton had selflessly dropped out of the race to help their fellow entrants through the gnarliest mess I have ever seen in Surry County. No self-respecting pig would have wallered in mud like we had on our course. Riders were scattered everywhere in a near vain effort to gain ground. No one even looked to see where the arrows might lead in their quest for tractable soil.

Once again I parked my cycle against a tree, withdrew my by now overworked machete and joined the effort to route around the tangled mess. The ten-foot rule went out the window as the more gung-ho racers broke new trail in every direction. The strangest thing was most of the riders looked happy.

Donnie told me to proceed into the course because he had more help on the way, and had been told the trail got worse further ahead. I shouted okie-dokie and off I went. About a quarter-mile up the trail, there was a confusion of motorcycles, mud, and small, tightly-grown pine trees. Most of the Trail Rider class was here, as well as a large segment of the day's entrants from all classes.

I got stuck right away so I hit the kill button and got up from my semi-submerged mount (I didn't even need a



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kickstand; not that I could see it), and proceeded to yank on the more seriously stuck folks, while others helped each other out in true rider spirit. Laughter, swearing and revving motors echoed all around me as I slogged from one rut to another. I never had time to take the pictures I had planned on taking (I left my camera in the truck) because of the need to be everywhere at once.

Now I don't want you to think I was the only course Marshal in the area. There were plenty of us out there, but we had all we could handle. If not for the good nature and willingness of the racers to help each other out, we would still be there.

Before I got to check point two, my Kawasaki burned its clutch, fouled its plug, and nearly beat its pilot to death. As I walked the remaining mile to check two (my bike panting against a tree behind me), muddy riders came past in a mad rush to make up the time they lost in the swamp I had just left. The race was all but over now, and I was in dire need of a cold beer and a shady place to sit.

At check 2, many riders were asking for directions home, while others only wanted to get their cards punched and be on their way. One poor slob asked how much longer he was to be subjected to this kind of torment and was told the race was to be extended for another hour. His face lit up as he shifted for low, exclaiming "Great, I saw a line through that mess back there, and I may be able to move up a place or two now!" Off he went.

Shaking my head in disbelief, I thought *this poor guy must have hit a tree real hard.* □



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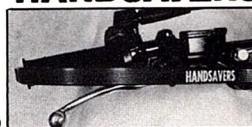
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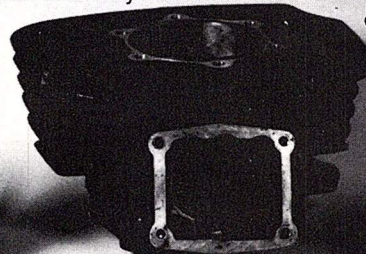
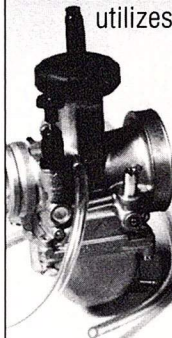
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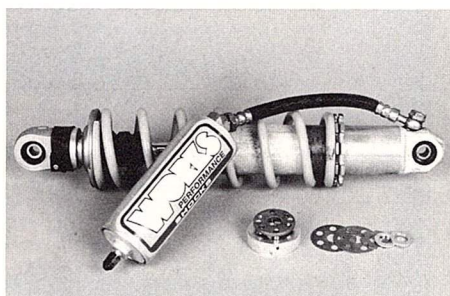
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New Products



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AXO could possibly have the most advanced-design computer-generated boot known to man here. The list of features is as long as your arm, and if this boot had a throttle connection it could probably ride your bike for you. It features leather construction with sewn-on injection-molded plastic guards, like a shin guard, a calf-guard—even a little guard to protect the bottom buckle from impact! It uses lower buckles for reliable mud use, and an upper Velcro closure, including a Velcro gator closure at the top. The ankle is designed for unimpeded movement and everything is padded for maximum protection. They retail for around \$180, and are available in red, white, blue, or black. Contact AXO Sport America, 25702 Rye Canyon Road Suite E, Valencia CA 91355; (805)257-0474.



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Everything you can do to eliminate front-end flex helps make your bike a more accurate handler. KTMs already use a one-piece handlebar clamp to control handlebar twist at the top of the triple clamps, and until now you would only find them on factory motocrossers on any other brand. Well, now Answer Products has started manufacturing a one-piece clamp called the Accu-Trax. It's made from 6061 T-6 alloy and available for all late model Japanese MX bikes. For around \$30, it'll help keep you pointed straight. Answer Products, 27967 Beale Court, Valencia CA 91355; (805)257-4411.

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Riding Reviews

A hands-on look at the latest new products

It seems like every new racing season brings with it a couple of innovations, and this year is no different. One of the more interesting new products this season is the Link-Fill fast-fill gas can (Link Racing, 128 Research Drive, Milford CT 06460, (203)878-3373). This is the first quick-fill-type gas can that you can actually use and then drop back on the ground. There's no stand required, because the fast-fill mechanism is contained in a spout insert that screws in in place of the standard pouring spout.

The Link-Fill mechanism can't be used in just any gas can, because the body of the mechanism must extend all the way to the far inside corner of the gas can. From this position, the mechanism allows an air exchange between the tank on the bike and the gas can, when the can is inverted. Since it doesn't vent to the outside air, the Link-Fill doesn't normally overflow or blow gasoline all over the place when the tank is full. The flow simply stops.

It'll fill a gas tank at a rate of about a gallon every five seconds, which is much faster than the stock jerry-type jug spout, but the real advantage of the Link-Fill is in its ease of use. All you need to do is pick it up, turn it upside down, and

push the spout down into the tank filler until the mechanism opens. You can watch the gas flow into the tank through a clear window in the Link-Fill mechanism, and when the tank is full bubbles will flow past the window and the flow will stop.



Then, you just pick the can straight up, put it back on the ground, screw your gas cap shut, and roost away. When you lift up the Link-Fill, the fill valve automatically closes and positively seals the can. It seals so tight that the gas can will expand in the sun just like a tightly sealed standard gas can (screw open the vent to ease the pressure before use, but during use the vent cap must be tightly closed).

For enduro and hare scram-

bles pit crews who are sick of fighting with standard cans and spouts, using a Link-Fill is like a dream come true. It's a little pricey (5 gal. model—\$59.95, 2 1/2 gal.—\$54.95, 1 1/2 gal. mini can—\$49.95), but this is one of those items that, once you use one a couple of times, you never want to be without. It's a good fast-fill, but it's the best pit-crew gas can ever made.

Another item we have to rave about this month is Progressive Suspension's 1140UD White Power fork springs. This spring has become the sought-after spring for White Power forks in all the eastern rock runs. The 1140UD springs are an 18 pound/28 pound progressive-wound spring.



Considering that the stock springs in a KTM 250 are 21 pound straight-wound springs (each successive inch takes another 21 pounds to compress), you can see that the starting rate of the Progressive springs allows for an extremely cushy ride over smooth ground or minor surface irregularities. As the ground gets bumpier, the rising rate of the spring make it increasingly stiffer, ensuring that the forks won't bottom uncontrollably.

They work, too. We tried them at the Ball Hill turkey run in Massachusetts, and at the Green Marble enduro in Maryland. The first run was viciously rocky in sections, and where stock 21-pound White Power springs would pound our hands to jelly, the Progressive springs were comfortably soft at the medium speeds you ride over

the rocks. The Green Marble ride was largely rock-free, and the forks felt just as comfortable as a trail bike, rather than a long-legged whoopedero racer. Nice springs.

Progressive Suspension doesn't sell direct, but any dealer can order them from White Brothers (14241 Commerce Drive, Garden Grove CA 92643, (714)554-9442). They sell for around \$60 a pair, and if you ride your White Power-equipped bike in rocks, you're not enjoying it until you ride with these springs.

Last, but certainly not least, we've been using a pair of Sinisalo SCD riding pants (Sinisalo, 25702 Rye Canyon Road Suite E, Valencia CA 91355, (800)426-0213), and have been really impressed by them. If you ride in the east, you know that riding gear just has to be washed after every event—either that, or you have few close friends! Going through a couple of cycles in the washing machine is probably tougher on gear than 150 miles in the saddle, and the Sinisalos have been holding up like iron, after a dozen washes.

Also, they are unique in that they have sewn-in hip and lower back pads, and pads on the front of the thighs, of all places. They look silly at first, but the thigh pads help to ward off the whipping your legs take from low branches. The material they use is extremely tough and abrasion-resistant, and after numerous leg-spreaders and face-plants in the mud we have yet to rip a seam.

Damn tough pants. They feel a little warmer than pants that sell a little cheaper, but a little more heat is a decent trade-off for quality. They retail for about \$120, and are available from dealers or direct.

There's some other items we're currently putting through the paces, and we'll tell you about in a future issue. □



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